

GRAIN DEALERS' JOURNAL

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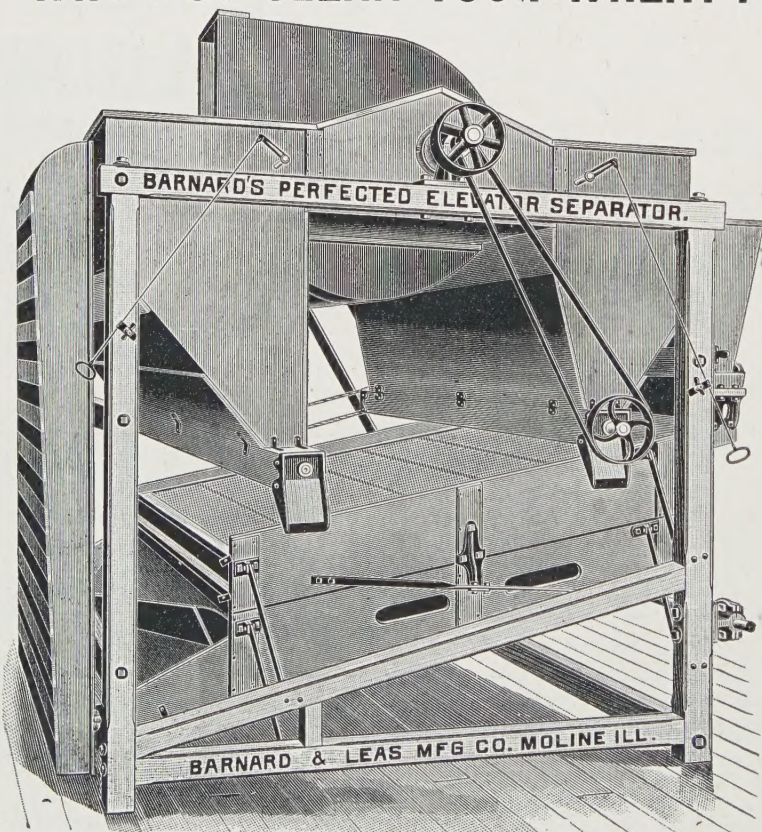
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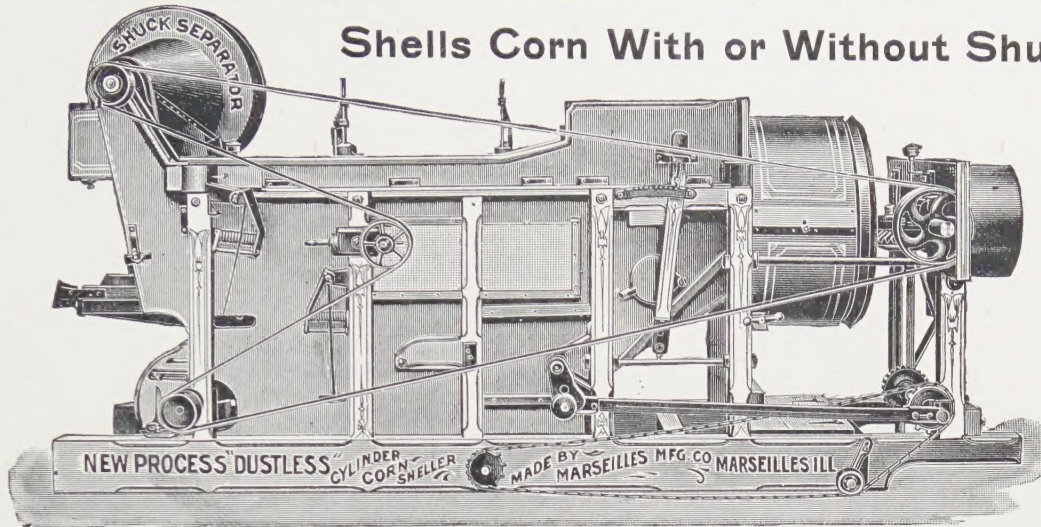
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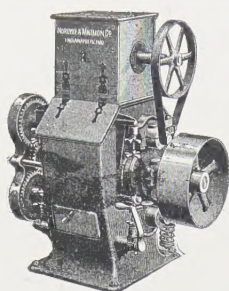
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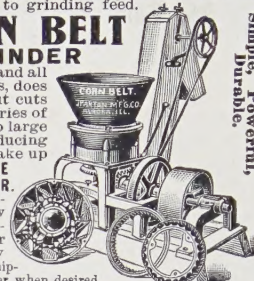
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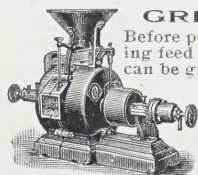
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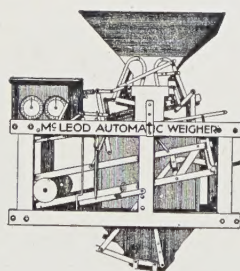
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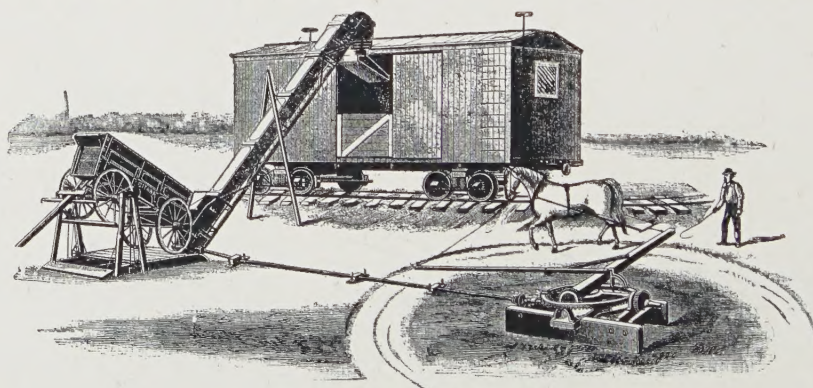
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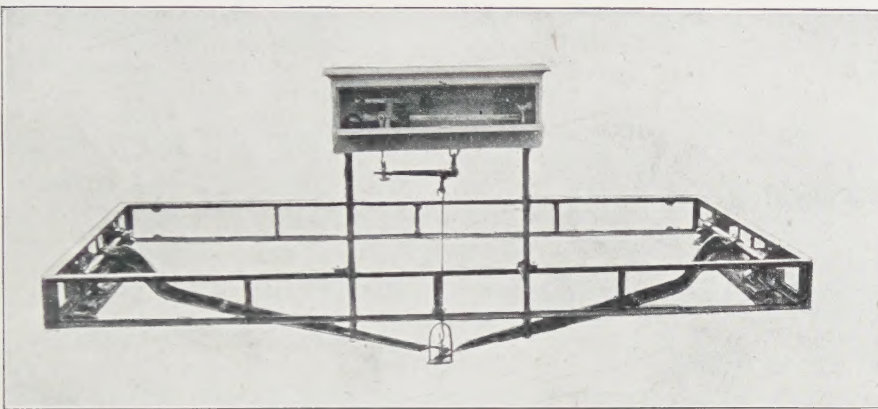
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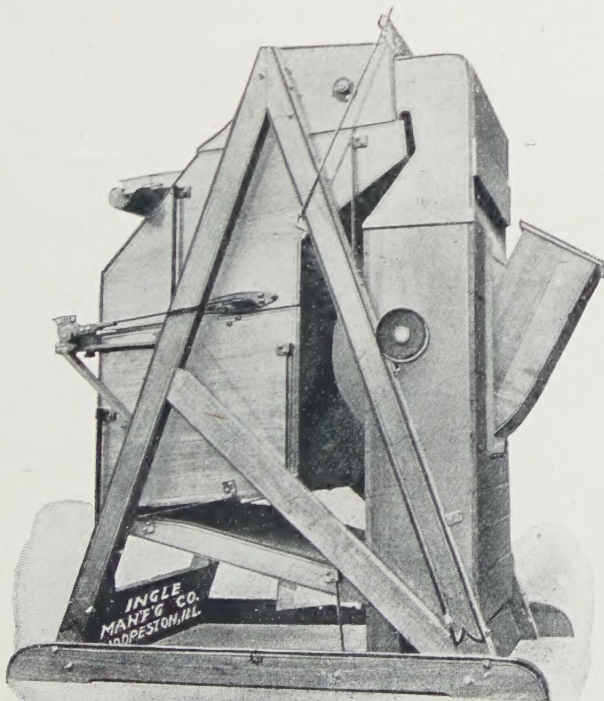
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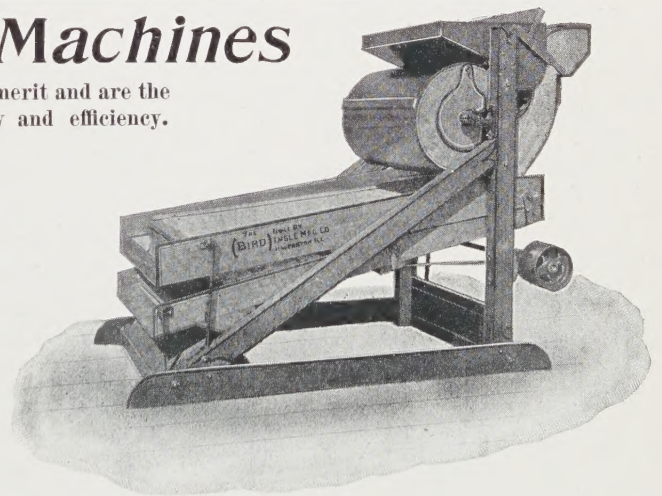
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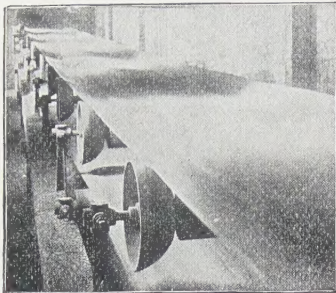
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BELTING, BUCKETS,
HEADS AND BOOTS,
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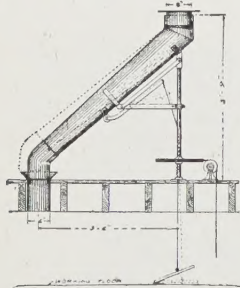
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The Gerber Improved Distributing Spout.

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SOLD BY **J. J. GERBER**
SHEET METAL WORKS,

128 Sixth Ave., South, Minneapolis, Minn.



Made of heavy sheet steel with elbow at discharge end of cast iron which sets into floor or funnels leading to bins, making it impossible for the spout to get out of position and mix grain. By pressing the foot levers to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be made with straight discharge end instead of elbow if desired.

MILL AND ELEVATOR WORK A SPECIALTY.
Elevator Spouting of All Descriptions.

SOME OF THE PEOPLE USING OUR DISTRIBUTING SPOUT:
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Makers of the INCLINE ELEVATOR and DUMP,
Patented, is the best and cheapest ear corn and
small grain storage.

GRAIN DEALERS, FARMERS AND FEEDERS'
Plants solve the problem of cribbing ear corn,
etc., without shoveling.

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WINFIELD, KANSAS.
Elevator Contractor and Furnisher
BEST FRICTION CLUTCH MADE.

Send for circulars. I sell all kinds of machinery.
Correspondence Solicited. Elevator
plans furnished.

If You

will build or improve your elevator you will profit by learning of the quality and prices of **Constant's Grain Cleaning and Elevator Machinery** before buying.

Elevator Boot and Sheller Feeders,
Water-tight Boots, Steel Tanks,
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Designers of Grain Elevators.

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Consign Your Stock and Address Your
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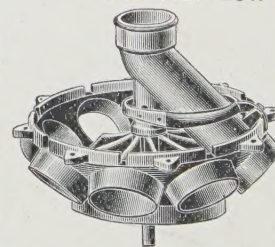
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Union Stock Yards.....CHICAGO.

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Hall Grain Distributor AND OVERFLOW SIGNAL.



Absolutely Prevents...

Mixing grain during process of distribution between turn spout and bins.

Automatically Notifies Operator when Bin is full.

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Especially adapted to handling Flax.

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**CENTRAL
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SPECIALTY:
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Designers and Builders of
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You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.
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Plans, Specifications and Estimates furnished on short notice for complete power plants of all descriptions. Correspondence solicited.
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....Contractors and Builders of....

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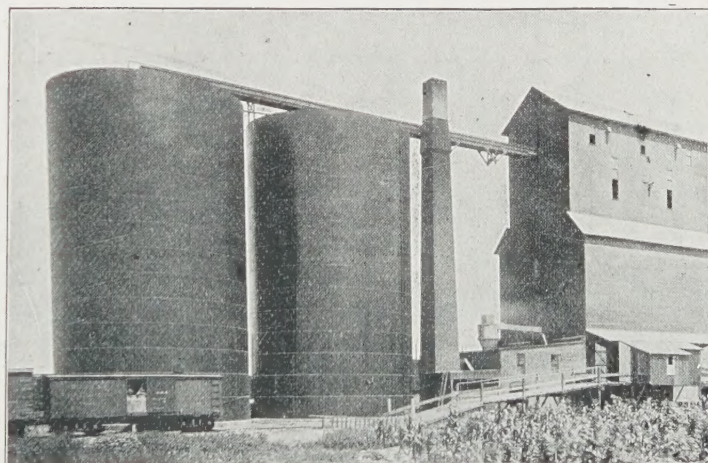
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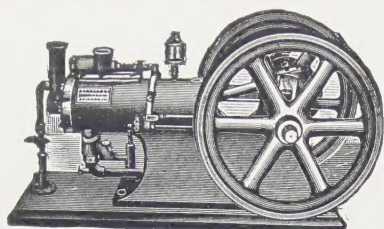


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Write us for Ideas and Estimates
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Burrell Gasoline Engines, Salem Elevator Buckets, Steel Conveyors, Sprockets and Chains, Shafting, Pulleys, etc., S.&K. Rotary

Car Loaders, Rope Transmissions, Power Shovels, Friction Clutches, Belting, etc.

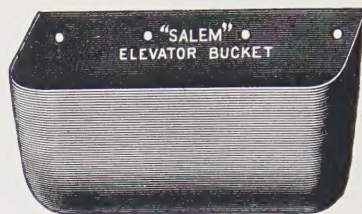
FULL EQUIPMENTS FOR ELEVATORS OF ALL SIZES.

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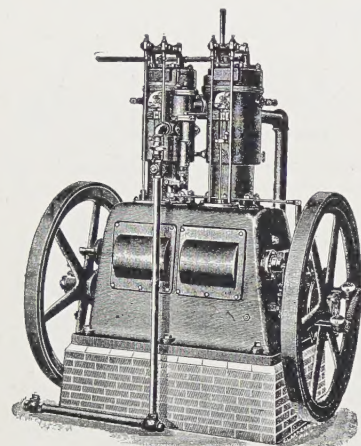
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WALRATH GAS AND GASOLINE ENGINES.



FROM 1-100 H. P.

Regulation as good as Automatic Steam Engines.

Is Self-oiling.

Simple in Construction.

Thoroughly Made.

All Parts Interchangeable and Accessible.

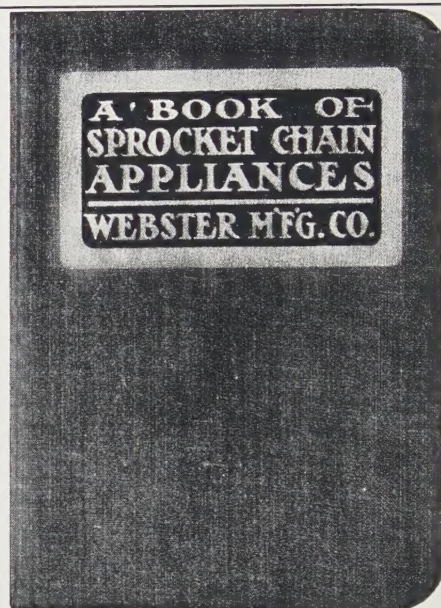
Every Engine Tested Before Leaving Shop.
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Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. **Price \$1.50.**

GRAIN DEALERS COMPANY
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THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts. For sale by

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THE ANNUAL MEETING OF THE ILLINOIS GRAIN DEALERS ASSOCIATION WILL BE HELD AT DECATUR

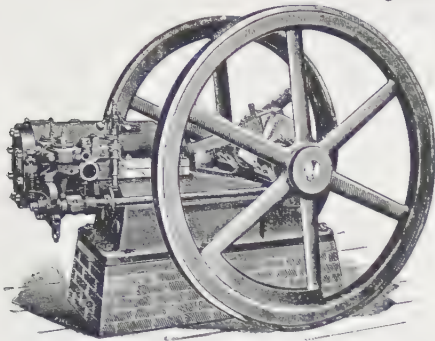
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Use the Illinois Central R. R. for this meeting. Trains of fast schedule and finest equipment as follows;

Stopping in both directions at 22d, 39th, 53d and 63d Sts.

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9:10 p. m.	2:55 a. m.	1:32 a. m.	7:35 a. m.
5:30 p. m., (Via Champaign)	10:30 p. m.	6:30 a. m. (Via Champaign)	11:20 a. m.

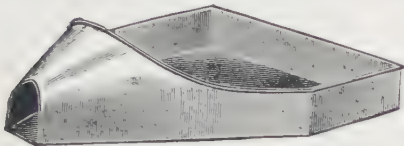
The "New Era" Gas and Gasoline Engines.



If interested write for particulars to
THE NEW ERA IRON WORKS CO.,
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GRAIN SAMPLE PAN

For Examining Samples of Grain and Seeds.



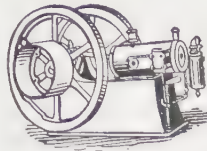
Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

Grain Size, 2 1/4 x 12 x 16 1/2 ins. **\$1.25**

Seed Size, 1 1/2 x 9 x 11 ins. **1.00**

Grain Size, in Russia Iron. **.50**

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Gold Medal, World's Fair, 1893,
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LEWIS GASOLINE ENGINE

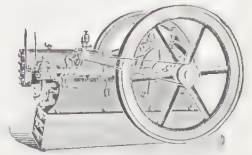
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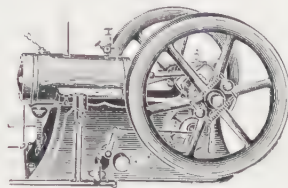
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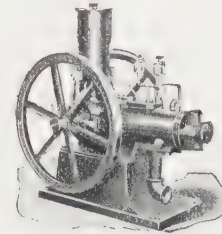


Iowa's Adopted Flower - THE WILD ROSE.
 Iowa's Best Engine—The "Waterloo"



Power for every class of work. Write for catalog, prices and terms.

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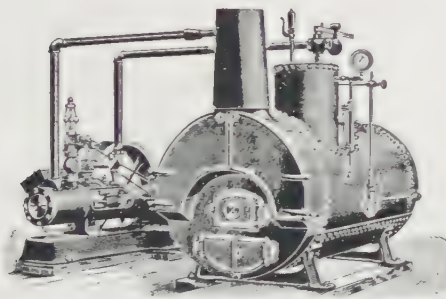
THE MIETZ & WEISS
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The Cheapest
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BURNS KEROSENE OIL

No electric battery or flame used. Grain elevators, electric lighting, pumping and all power purposes.

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 Catalogue free on application.



THE LEFFEL ENGINE

FURNISHED IN A VARIETY OF SIZES AND STYLES
 FROM THREE H. P. UP, AFFORDS
 BEST POWER FOR ELEVATORS AND MILLS

BECAUSE:

No expense for fuel, waste cobs furnishing more than enough.

Do not take "Bucking" Spells.

Are thoroughly reliable and can be depended on to furnish steady and strong power when wanted.

Less trouble and expense to keep in running order.

More durable than any other power.

Pamphlet with prices on application, stating size power wanted.

JAMES LEFFEL & CO.,
 Box 84. SPRINGFIELD, OHIO.

Clark's
 Record for
 Wagon Loads
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Is for the use of country grain dealers. It is 9 1/4 x 12 inches, contains 160 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,

10 Pacific Avenue,

Chicago, Ill.

ELEVATOR POWER
 FOR LITTLE MONEY.

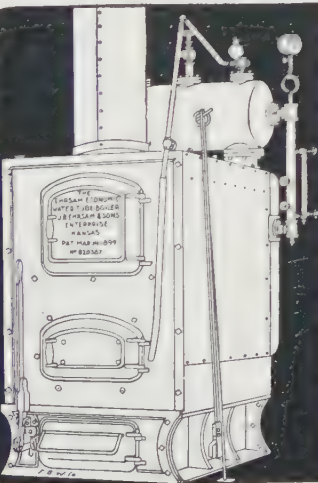
Grain men will find upon investigation, that better satisfaction is obtained from the

Ehrsam Economic Water-Tube Boiler

than from any other steam generator made. It is a quick steamer—requires only 15 or 20 minutes to develop working pressure. It is a dry steamer—steam is superheated before reaching the dome. It saves fuel. It is self-contained and requires no walling in—only an inexpensive foundation. Compact—takes small space. Radiates little or no heat and can be set where most convenient. Has rocking grate bars. All necessary fittings and appliances furnished free. Two styles; 6 to 20 horse power. Tested to 220 pounds. It is a money-saver. Send for booklet and prices.

J. B. EHRSAM & SONS, ENTERPRISE, KANSAS.

We are Headquarters for Elevator Supplies of every description. SEND FOR CATALOGUE.



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The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR for sale by John Helberg at Nerstrand, Minn.

GRAIN elevator for sale. Address Jacob Frick, Wooster, Ohio.

FARM, elevator, storeroom and stock goods for sale. J. C. Spahr, Clare, O.

ELEVATOR, implement and coal trade for sale. Write Box 9, Essex, Ill.

HALF interest in Missouri elevator cheap; 35,000 bu. T. O. Mead, Slater, Mo.

IOWA 50,000-bu. elevator for \$2,600 if sold soon; a snap; good country. Address Lock Box 4, Burnside, Ia.

MICHIGAN elevator, 15,000 bu. and coal business for sale. Best location. Address Box 39, Mendon, Mich.

THREE elevators in hard wheat belt of S. D. and N. D. for sale. All good points. Perry & Jones, Aberdeen, S. D.

ELEVATOR for sale in N. W. Ia., on Ill. Cent. R. R. Good location. K., Box 1, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

TWO elevators, 15,000 bu. capacity each; in northern central Iowa; good territory; terms reasonable. Address Grain Dealer, Lock Box 1005, Minneapolis.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

IOWA elevator, 14,000 bu.; county seat on C. & N. W. R. R. Must sell quick, \$2,000. Large territory. Address Sacrifice, Box 11, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ELEVATOR, 7,000 bu., at Vancleve, on Iowa Central R. R.; new, with 5 bins, double dump, 6-h. gasoline engine; No. 1 scale and office. Good grain point. Albert Imholt, Haverhill, Ia.

ELEVATOR for sale \$4,000 cash. Well built, good machinery, gas engine. On Cincinnati Northern. Would trade. C. N., Box 9, care Grain Dealers Journal, 10 Pacific av., Chicago.

GRAIN business for sale. Not much capital required. Want to sell out and quit business. Price and particulars made known on application; correspondence solicited. C. F. Butler, Cotter, Ia.

ELEVATOR and coal business for sale on I. C. R. R., good grain point, the station does ½ million bu. or more per year. A bargain if taken quick. Address P. O. Box 101, Bellflower, Ill.

MY grain elevator and home at Broken Bow, Neb., for sale. Fine opening for stock business. Residence one of the finest in the city. Capacity of elevator, 18,000 bu.. Price, \$7,000. H. H. Wirt, Broken Bow, Neb.

ELEVATOR property for sale; located on main branch of Wabash R. R. between Decatur and St. Louis, 76 miles from St. Louis, 210 from Chicago, 357 from Toledo. In a good farming country and good location. Capacity, 20,000 bu., and cribs for 35,000, and warehouse and other buildings. Address Lock Box 18, Palmer, Ill.

ELEVATORS FOR SALE.

ELEVATOR on C., R. I. & P., grain, flour, feed and coal business. Fine equipment. W. A. Lower, Herington, Kan.

ELEVATOR for sale cheap; in the choice grain district of Northwestern Iowa; live progressive town; 40,000 bu. capacity; all in good repair; 2 feed mills; oat clipper and up-to-date machinery. E. C. Cowles, Storm Lake, Ia.

SMALL elevator built in modern style with car-loader and modern conveniences, doing good business, for sale on easy terms. Not much capital required. Excellent reasons for selling. Address The Ideal Car-loader Co., Sullivan, Ill.

ELEVATOR for sale, 20,000 capacity, ironclad building, gas engine power, 2 dumps, corn sheller, cleaners, feed mill, hopper and wagon scale; plant 4 years old; in the best farming district of Ohio. Price, \$4,000, on easy terms. Address H. H. Knapke, St. Marys, O.

TWO elevators and one warehouse in central Indiana on the Pan Handle Ry. in excellent grain country. One elevator equipped with feed mill. Good reasons for selling. Will sell reasonable and on easy terms. Address Bargain, Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATORS for sale, 15,000 capacity, horse power, located corn and oats district Central Illinois. 25,000 capacity, steam power. Cedarburg, Wis. 20,000 capacity, steam power, Oconomowoc, Wis. Also elevator on C. M. & St. P. R. R., Bonilla, So. Dakota. Berger-Crittenden Co., 49 Chamber of Commerce, Milwaukee, Wis.

TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

ONE OF THE BEST elevators and hay storage barns in Ind. for sale; good county seat in good farming country, 3 railroads. Plant less than 4 years old; fire-proof; gas engine, modern machinery thruout; 500-bu. hopper scales; 1 stationary steam press, 1 portable. Well established trade; best reasons for selling. Box 30, Winchester, Ind.

WANTED.

CONVEYOR wanted, screw, 60 ft. 6 in. second-hand. H. Waldo, Collinsville, Tex.

WANTED, your grain elevator plans to make. Good work. Write for prices. Austin B. Hayes, Indianapolis, Ind.

RESPONSIBLE Maine dealer wishes to form connection with first-class Chicago shipper. M., Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATORS WANTED.

WANT to rent or buy country elevator in good location. Box 69, German, O.

ELEVATOR wanted in Ill.; junction point preferred. W. M. Clegg, Rice, Kan.

WANTED to buy, elevator at good grain station, northern Illinois. C. D. Dillin, 6414 Woodlawn Av., Chicago.

ELEVATOR wanted to rent, on C. & N. W., in Iowa. S. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

ELEVATOR wanted at good station in Nebraska. J. C., Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

WANTED to buy, good elevator in Illinois or Iowa. W. I., Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

WANTED FOR CASH: Good country elevator on the B. & M. R. R. in Nebraska; must be cheap. Address C. G., Box 10, care Grain Dealers' Journal, 10 Pacific Av., Chicago, Ill.

CASH buyer wants elevator in good repair, N. W. Ia. preferred, with gasoline power and shipping over 140 cars yearly, L. I., box 8, care Grain Dealers Journal, 10 Pacific Av., Chicago.

MACHINES FOR SALE.

TWO-ROLLER feed mill for sale cheap. D. W. Bremer, Clear Lake, S. D.

MORGAN Wheat Scourer, large size, for sale for \$50 f. o. b. cars. Gilchrist & Co., McGregor, Iowa.

VICTOR SHELLER & CLEANER, No. o. for sale cheap. Never used. Whitaker & Jennings, Francesville, Ind.

GRAIN TESTER at a bargain. Fairbanks 2-qt. used one season; guaranteed perfect. W. E. Werkheiser, Temple, Tex.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

CORNWALL corn cleaner, latest model No. 2 Barnard & Leas used little over a year; does perfect work; much too large for us; price \$75 f. o. b. Decatur. Suffern, Hunt & Co., Decatur, Ill.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

ENGINES FOR SALE.

GAS engine, 4-h. p. Otto, A1 condition. F. E. Tanant, 403 Van Buren, Chicago.

25-h. p. Hixon tandem engine for sale, used one season. Address Minnesota Elevator Co., Winona, Minn.

GASOLINE engine for sale. Lewis make; too large for business. Address Marfield Elevator Co., Sutherland, Ia.

COLUMBIA gasoline engines are the best, guaranteed; prices reasonable. E. L. Gates & Co., 68 S. Canal st., Chicago.

GAS and gasoline engines bought, sold and exchanged. We sell 1/2 to 50-h. p. Fully guaranteed. Gas Engine Repair Co., 43 S. Canal St., Chicago.

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NEW AND SECONDHAND machines. Engines from 1 to 50 h. p.; boilers 3 to 60. Passenger and freight elevators. Refiner Elevator Works, Kansas City, Mo.

CHEAP—40-h. p. Atlas engine and 50-h. p. boiler, 50-h. p. Ball engine suitable for small mill; Eureka wheat cleaner in good condition, for sale. Philip Smith, Sidney, Ohio.

GAS or gasoline engines bot and sold; 4-h. p., \$125; 7 h. p., \$175; 10 h. p., \$250; 25 h. p., \$450; 40 h. p., \$650; second hand; in perfect order. Colborne Mfg. Co., 35 E. Indiana St., Chicago.

ENGINE 20 h.p. and 30-h. p. steel tubular boiler with all fixtures ready to set up, steam pipes and 30 ft. new stack, everything necessary, for sale cheap. Mason & Son, Redwood Falls, Minn.

STEAM PLANT for sale: 15-h. p. self-contained automatic horizontal engine; 15-h. p. horizontal steel tubular boiler, steel stack, 1st class condition; \$250. Richmond, Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ENGINES for sale: Frost automatic side crank, 50-h. p., good repair, used 6 mos., \$250; 2-h. p. Fairbanks-Morse Gasoline Engine, in good shape, \$75; 2 1/2-h. p. Lewis Gasoline Engine, \$60; 35-h. p. Charter Gasoline, used 6 mos., \$700; Wilford & Northway feed roll, used since last December, \$85; No. 3 Eclipse Grinder in good shape, \$15; 2 horizontal boilers 36 in. diam. 10 ft. long, 30 3-in. tubes, half arch front, grates, tested to 100 lbs. cold water pressure, \$100 each f. o. b. Omaha. Address Allen P. Ely & Co., 1110 Douglas st., Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES.

2 35-h. p. New Era, in first-class condition, nearly as good as new.

1 15-h. p. Otto, rebuilt with latest improvements.

2 6-h. p. Otto, rebuilt with latest improvements.

1 3-h. p. upright Pierce engine.

1 2 1/2-h. p. Fairbanks-Morse engine.

1 12-h. p. steam engine and boiler combined.

1 9-h. p. Nagel steam engine.

1 20-h. p. boiler.

1 12-h. p. engine, 15-h. p. boiler.

We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

C. P. & J. Lauson, 151 West Water St., Milwaukee, Wis.

ENGINES WANTED.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 49 W. Lake St., Chicago.

EXCHANGE—20-h. p. engine, boiler and fixtures for 4 to 10-h. p. gasoline engine. James Sheeran, Chapman, Kan.

NEW and second-hand engines, boilers, pumps and grain elevator machinery and supplies bought and sold. Write me your wants; I can save you money. W. M. Goggin, Board of Trade, Chicago.

HELP WANTED.

SOLICITOR wanted for grain commission firm. Must be sober, reliable and have some trade in northern Iowa, Minnesota and Wisconsin. Address Chicago, Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

MILLS FOR SALE.

FEED mill for sale, new, never-failing water power; house and vacant lot, on branch of N. Y. C.; extensive dairy country, large feed trade and custom grinding. L. L. Milliman, Middleville, N. Y.

A MILL, elevator and coal business, all in excellent condition, well located, and doing a thriving business. This property can be bot at a bargain, and owners can give satisfactory reasons for wanting to sell. For particulars address lock box 726, Algona, Iowa.

60-BARREL steam roller flour mill, in county seat S. E. Kansas, on railroad, suitable for mill and elevator combination, facilitating shipment of surplus wheat; good meal trade; good exchange at mill door; big feed trade; flour output wholesaled to city and small town tributary dealers; 3 railroads in town; no other mill in town or country; \$10,000 investment; an ice or electric light plant might advantageously be added at slight cost and operated at almost same expense. Object of sale, old age. Come and see me. Government estimates this year Kansas wheat crop 91,000,000 bu. Address Undercost, Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

GRAIN FOR SALE AND WANTED.

DAMAGED grain wanted. W. B. Gallagher, 72 Pearl St., Buffalo, N. Y.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

FAIRBANKS 3,000-lb. floor scale; almost new; double slide beam; cost \$85; sell, \$40. L. Hoffman, Sheboygan, Wis.

TWO 2d hd Fairbanks 100-bu. hopper scales, also several R. R. track scales, 38 to 64 ft., Fairbanks make, for sale. U. S. Scale Works, Terre Haute, Ind.

SITUATION WANTED.

SITUATION wanted to manage country elevator; 27 years' experience; references. Milton Demorest, Orient, O.

SITUATION wanted to manage country elevator; 20 years' experience, references. Gilbert Parrott, Waggoner, Ill.

POSITION WANTED as superintendent of line of elevators in central west with headquarters at Chicago or Minneapolis. Know the grain business; 15 years experience in country elevator; have run terminal cleaning house; can run steam or gasoline engine; very handy with machinery. Now supt. of line, but wish to change Aug. 1. Bonds and refs. G. M., Box 11, care Grain Dealers Journal, 10 Pacific Av., Chicago.

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TEN ELEVATORS wanted on the Findlay, Ft. Wayne & Western Ry. Good locations. Communicate with Frank Finney, G. F. A., Findlay, Ohio.

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DEARBORN STATION, CHICAGO.

GRAIN DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

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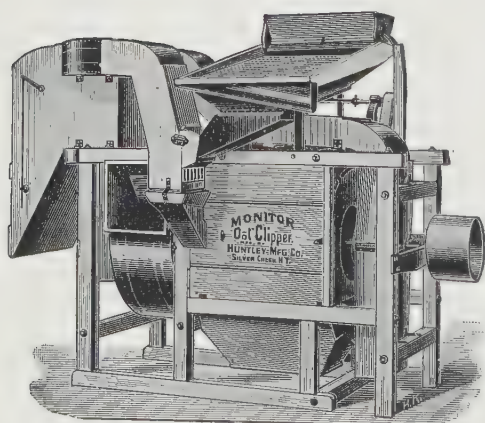
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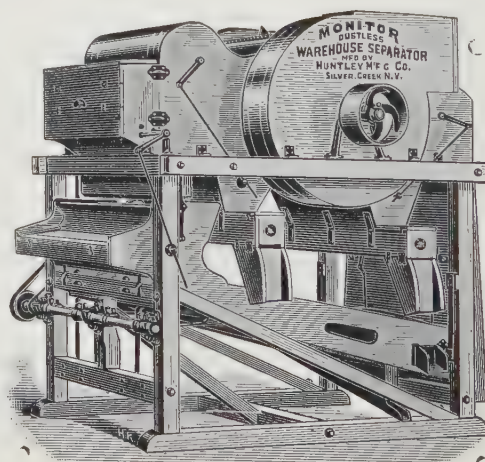
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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

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CHARLES S. CLARK, Editor.
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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JUNE 10, 1900.

A carelessly coopered car invariably results in a shortage.

The cheapest cleaner is the one which will do the best work.

Old corn is nearly exhausted and the new crop is not quite made yet.

A boon long wished, long sought—steady, uniform and equitable rates.

Neighborly friendship is one of the first essentials to a successful grain business.

Do not patronize the banks who help the scoop man to undermine your business.

Half-hearted support of the officers will not insure the success of any grain dealers' association.

The buyer whose bidding is influenced by dame rumor seldom gets a living out of the business.

In many markets of the Northwest 33 pounds of oats are taken for a bushel. Why not everywhere?

To credit the tales of the grain growers, the dealer must discredit his competitors for their grain.

Keep your elevator clean, equip it with dust collectors, then it will not be destroyed by a dust explosion.

In this day of organization no receiver can long expect to handle the business of regular and irregular dealers.

Be friendly, write to the regular grain dealers of the country occasionally. The Grain Dealers' Journal will pay the postage.

The grain dealers of the country long since admitted that nothing is more in need of reform than the methods of other dealers.

It would take a day to tell of the associations which have passed away by reason of lagging interest on the part of individual members. Reflect upon the

failures which have gone before, be moved to give your officers your active support and always bend your influence for harmony.

Encourage your farmer friends to harvest their grain in good condition by paying less for that which is not in prime condition.

The shortage trouble is again afflicting some markets. Do not guess at what you place in your cars; weigh it, and weigh it carefully.

The bear crop has been permanently injured by the recent jump of the markets and must be expected to be short for some time to come.

Shipping out grain without cancelling the warehouse certificates issued for it, is not likely to increase the confidence of money lenders in such collateral.

When building, insist upon having a substantial foundation under your elevator and thereby greatly increase the chances of its carrying its load.

The regular dealers of Eastern Indiana, Indian Territory and Colorado are the latest to apply for the benefits of organization. Who will be next?

The enormous operating expense credited to special gasoline engines is generally due to the inability of the operator to understand the machine entrusted to his care.

A Michigan elevator man who had a soft spot in his heart for boys, has changed wonderfully since the young investigators started his engine and emptied a couple bins of wheat on the floor.

Texas dealers are rapidly providing modern elevators, and equipping them with up-to-date machines. Their progressive spirit is also leading them to pay more for grain than the market warrants.

If you have a weak elevator, or one built by a barn carpenter, be careful not to overload it, when grain begins to rush to market. Sometimes they fall in a heap or spill their loads.

Local banks which support grain scalpers or any other peddlers do not merit any of the business of established merchants. The regular merchant who pays taxes and helps to support the town's institutions alone is worthy of the bank's help.

Why does the Standard Oil Trust charge 10 cents a gallon for gasoline in Michigan and only 16 cents in Illinois? This rank discrimination against the Wolverines is uncalled for and should not be tolerated.

The Ohio State Grain Dealers' Association, which had a good time for a score of years, has finally departed from its good time outings and henceforth is de-

termined to give attention to the numerous trials and tribulations which afflict its members.

Heretofore Colorado crops have never been considered a factor in the outside markets, because home demand has generally exceeded the supply and the freight rates have been prohibitive. The grain dealers of the state are now demanding lower rates so they can gain admission to outside markets.

Receivers and track buyers, who carefully consider the disadvantages of handling the grain of irresponsible shippers who have no money invested in the business, seldom continue it. Association influence nor the interests of the regular grain dealers is not needed to show them which is the safer business course.

The secretary of the Nebraska Association has given some advice to the members of his organization which all dealers will profit by heeding. He advises them to confine all their dealings in central markets to the members of the commercial exchanges of those markets, and thereby obtain protection from unrestrained tricksters by the exchanges.

The grain buyer who is so timorous that he does not dare to pay farmers according to the quality of the grain offered, would profit by a season's schooling in a city millinery store. All know that dirty, damp and discolored grain is not worth as much as bright, sound, dry and clean grain, yet few of them will refuse to take several wagon loads of the stuff at the top of the market, if they have the least fear of losing the farmer's goodwill.

The right of a grain carrier to agree to transport grain for one price and then collect a higher rate, because it is the schedule rate, will again be tried by the courts. It has been decided heretofore that any but schedule rates were illegal and hence could not be enforced. A carrier has no more right than anyone else to make illegal contracts, hence the courts have refused to recognize such agreements. Cut rates are all right when shipper gets his hands on his rebates, not before.

Once upon a time (about 1871) a public elevator man built false bottoms in his bins and shipped out grain for which he had issued storage certificates. The members of the grain trade were very indignant and as a result the new Illinois constitution provided for the regulation of public warehouses and by implication forbade dealing in grain by public elevator men. Laws were enacted providing in detail for such regulation, ignored, then repealed and a contrary law enacted. The public's confidence is again shocked by the discovery that the Chicago Elevator Co. had shipped out grain upon which it had borrowed money, and the enactment

of more stringent regulation for public warehousemen may be expected as soon as the state legislature convenes. It may be impossible to legislate honestly into the state registrar's office and into the offices of the public warehouse companies, but laws can be enacted which will remove many of the temptations now surrounding both. Intentional wrong may not have been intended in the recent case, but it is plain that it has resulted. The trouble would not have arisen if the operator of a public elevator had not dealt in grain stored in its elevator.

Chicago's new 60 day future rule will forbid trading in September until July 1st.

If you must buy crops in advance of the harvest, protect yourself by taking written contracts.

Before the new crop begins to move, it would be well to test thoroly every scale about the elevator.

The first car of new wheat has not yet been heralded. What has gone wrong with the enterprising shippers of the Southwest?

The carriers who assist in concentrating the grain shipping business into the hands of a few, will build up a rate dictator which will surely cause them much grief.

The president of the Winter Wheat Millers League facetiously describes an Ohio wheat field as, a barren patch of ground infested with and surrounded by Hessian flies.

Chicago's new system of figuring storage is at 1-40 of a cent per bushel each day. By the new method, the holder of stored grain pays for only what he gets, and not for ten days.

Some of the Ohio dealers are betting dollars to doughnuts that some counties will not harvest as much wheat as was sown last fall. This was done once before and still Ohio raised a fair crop.

The Interstate Commerce Commission admits that it has evidence that railroads west of the Missouri have discriminated against the smaller shippers and also that it is powerless to stop the discrimination.

A Southwestern elevator man who acceded to the demands of farmers for grain storage, is now making a good thing by charging 1-4 cent per bushel a week. There is money in storage if it is conducted on business-like methods.

The Chicago Board of Trade will make another determined effort to exterminate bucket-shops. It ought not to be necessary for the Board to wage war on these irresponsible, disreputable institutions, but the small fry seem unable to distinguish between the responsible dealers of an exchange, who are required by the or-

ganization to make good their contracts, and the free-booters who conduct their business without any restraint or consideration for the interests of customers.

The champions of lower freight rates for cereal products than for the raw materials, continue to discuss the matter among themselves, forgetful of the increased cost of carrier for handling such products, and of the greater risk of loss by reason of the greater value of a carload of manufactured products.

All regular grain dealers will be welcome at the annual meetings of the Ohio and Illinois Associations which will be held June 12th and 13th. Both associations have prepared good programs and a large attendance is assured. The Ohio Association will meet at Put-In-Bay, O. The Illinois Association at Decatur, Ill.

A Missouri correspondent, who seems to know whereof he writes, says, "The shovel dealers are no good to themselves or anyone else." They support no local institutions, pay no rent, nor taxes, yet many towns permit them to come and go to the detriment of the regular established dealers, who help to support all the town, county and state institutions, without even collecting a monthly fee from them. The ordinance scheme of the Grain Dealers' National Association puts an end to all transient merchants in incorporated towns.

Kansas' Chief Grain Inspector is outspoken in favor of universal standards of grades for grain. Grains grown in the different countries of the world have such varying characteristics, that it would be impossible to grade all by the same rules or standards. The same can be said of the different varieties of wheat grown in the states of the Union. The rules governing the grading of grain in the different markets are approaching uniformity, but are far from it. When the grading of grain is reduced to an exact science, uniformity may be nearer attainment.

Ohio has an excellent new law which provides for the careful investigation of the cause, origin, and circumstances of every fire occurring within that state, by which property has been destroyed or damaged. Fire insurance inspectors, especially of the reliable mutual companies have done an excellent work in the line of education by pointing out the hazardous points of each risk to the insured. They must be given credit for materially reducing the annual losses by fire. The investigations which will be carried on in Ohio will be conducted systematically, and in most cases will have the assistance of fire marshals and chiefs of fire departments, who are interested in the reduction of fire hazards, hence the work ought to be fairly reliable. The results will surely assist the people in a further reduction of fire hazards. The subject is

one which is clothed with much interest to the property owners who recognize the advantages of preventing fires. Some large manufacturers employ men whose only duty is to inspect all parts of the factory daily for the purpose of reducing the risk of fire, and for providing every means for retarding the spread of fires. The interruption of business of many concerns would often cause greater loss than damage done by fire. The reduction of fire hazards brings direct results to property owners in the form of a reduced cost of insurance. It also reduces the risk of an enforced suspension of business by fire. The successful elevator man whose elevator is burned at the opening of a good season would suffer far more by reason of having no facilities for handling grain, than he would naturally expend in the reduction of fire hazards in a life time. In building, as well as in alterations, it is well to consider the possibility of fire and to reduce the fire hazard at every point possible.

Do not overlook the fact that many honest well-to-do farmers resent their neighbors' inquisitiveness as to what they received for their grain by quoting a higher price than that received. All farmers are fond of being considered good bargain drivers. Recently a little white lie of two cents per bushel resulted in an overbidding contest that soon involved the whole district. An investigation of the trouble disclosed the fact that the highly respected farmer who started the fight had no intention of bullying the market. He thought that his neighbor was needlessly prying into his private affairs and felt that it was none of his business.

Wheat receipts at five winter and four spring grain markets, as compiled by the Cincinnati Price Current, were 199,906,000 bushels during the 44 weeks ending April 30; against 241,869,000 and 204,508,000 bushels for the corresponding periods of 1898-9 and 1897-8. For the week receipts were 2,045,000 bushels; against 2,615,000 for the previous week, and 2,573,000 one year ago.

The visible supply of grain in the United States and Canada June 2, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, aggregated 44,704,000 bushels of wheat, 12,378,000 bushels of corn, 7,041,000 bushels of oats, 1,051,000 bushels of rye, and 810,000 bushels of barley, compared with wheat, 26,185,000 bushels, corn 13,302,000 bushels, oats 8,236,000 bushels, rye 932,000 bushels and barley 1,342,000 bushels, on the corresponding date a year ago.

Prof. Washburn Hopkins of Yale advises philanthropic Americans not to send corn to India. Corn sent now cannot arrive earlier than June, when the monsoon rains begin, and will make the roads impassable. And even if the rains do not come there will be no means of getting the corn to the sufferers, for transportation is by bullocks and most of the bullocks have died. There is an abundance of grain already in India, despite the drought. Money to buy it is what the peasants need.

LETTERS FROM THE TRADE

SHORTAGES ON OATS SHIPMENTS AT TOLEDO.

Grain Dealers Journal: We give herewith a list of cars of oats shipped to Toledo, O., from New Berlin, Ill., which were badly short in weights.

The cars were shipped April 26 and 27: all were Wabash cars, Nos. 61,781; 50,857; 62,033; 63,277; 70,141; 61,151, and 60,334. The shortages on each car, respectively, were, in bushels: 21; 18; 19; 21; 25; 24, and 15. E. R. Ulrich & Sons, Springfield, Ill.

GASOLINE POWER COMPARED WITH STEAM.

Grain Dealers Journal: From August 1 to October 1, 1899, I kept close track of the expense of operating my steam plant, because my neighbor, who has a gasoline engine, was bragging of the low cost of operation. It was the busiest season of our year. The cost was only 38 cents per day of 11 hours. We have a 12-h. p. boiler and an 8-h. p. Richmond Engine, and use coal exclusively. We have two cleaners. We handled about 140 cars of wheat and oats on the last crop. L. G. McKnight, St. Johns, Mich.

ASSOCIATION WANTED IN MISSOURI.

Grain Dealers Journal: The situation here is about as follows: For the past ten years the profits of millers and grain dealers have not been satisfactory. One of our milling firms called a meeting of all millers within about 75 miles, and all came to an agreement as to matters appertaining to their business. This was ten months ago. Now, they are so well pleased with the results that there is no question that they will try to pull together for the coming crop year, and if satisfactory for the year to come it will be a permanent organization.

I have thought over the matter and believe a grain dealers' association in the same district as the millers' association would be of benefit to the business, provided we could work harmoniously. One weak feature is that there is not more than a dozen grain dealers in the district. The remainder might be termed "shovel" dealers. They are no good to themselves or any one else. There is no particular feeling between the millers and grain dealers. There are no grain dealers associations in the state of Missouri, but there is plenty of room for one. Pierce City.

CONFINE BUSINESS TO MEMBERS OF EXCHANGES.

Grain Dealers Journal: I have of late found instances where some of the members of the Nebraska Association were consigning or selling grain to Kansas City firms not members of the Kansas City Board of Trade, and frequently this business has been handled in a very questionable manner.

Believing that few of our members had ever taken the trouble to obtain a list of the members of this Board, and believing it essential to their protection that they confine their business to such members, I obtained a list recently corrected by E. D. Bigelow, secretary K. C. Board of Trade, and sent it to the members of the association. To do business with

others, necessitates a risk that shippers need not and cannot afford to assume.

The very fact of a firm not holding a membership in the Board of Trade of the market where it operates, is evidence of a weakness on the part of said firm, either financially or otherwise. These non-members are obliged to clear their business thru some member of the Board, and as they cannot afford to do this for nothing, shippers are practically paying commissions to two firms where one would suffice. In addition to this, whatever protection is offered the shipper thru the various committees of the Kansas City Board of Trade, against their members, he has none whatever should a dispute arise, with any of this parasite element. To minimize the abuses practiced by any market, it is necessary to minimize the number of firms of the mushroom variety; and the shippers can do this if they will confine their business in that market to such firms as are members and are not inclined to encourage scalpers' business. Yours truly, A. H. Bewsher, Sec'y, Omaha, Nebr.

SUITS AND DECISIONS

A provision in a bill of lading that the carrier shall not be liable for any loss or breakage does not exempt the carrier for its own negligence. *Hutkoff vs. Penn. R. R. Co.* 61 N. Y. S. 254.

A carrier has no right to refuse to receive freight because it is destined to a point beyond its own line; it is its duty to carry the freight to the end of its own line and there deliver it to a connecting line. *Seasongood vs. Tenn. & O. Trans. Co.* 54 S. W. Rep. 193.

Hancock & Co., grain merchants of Philadelphia, Pa., have brought suit against Stacy S. Pancoast, of Delanco, N. J., to recover a balance of \$1,900 due on account of deals in grain. A promissory note was given to cover the margin on 45,000 bushels of May wheat. A non-suit was granted defendant by the court, on the plea that it was a gambling transaction.

Ground rice in the form of a flour, known as rice flour, is dutiable at one-fourth of 1 per cent per pound, under the provision for "rice flour" in paragraph 232, tariff act of 1897, and not, even if suitable for such use, at 1½ cents per pound under paragraph 285 of said act as a preparation "fit for use as starch."—*Chew Hing Lung vs. Wise* (20 Sup. Ct. Rep., 320); in re *Shallus* (G. A. 4661) followed.

Bills of lading cannot be varied by parol evidence; and so where a railroad by the terms of its contract, agreed to carry freight to one of its termini and there deliver it to a connecting line of railroad or steamers, evidence of a verbal representation that the freight would be delivered to a connecting railroad and not to a steamer, is inadmissible to vary the terms of the written agreement. *McElveen vs. So. Ry. Co.* 34 S. E. Rep. 281.

The Atchison Grain Co., of Kansas, has brought suit against the Atchison, Topeka & Santa Fe Railroad to recover \$123,000. It is alleged that an oral contract guaranteeing as low rates as the road's most favored patrons was violated. The company formerly operated the Santa Fe elevator at Atchison. Plaintiff's attorney is Howard J. Hamlin, who was for several years attorney of the Illinois Railroad & Warehouse Commission, and is now candidate for attorney-general of Illinois on the Republican ticket.

ASKED AND ANSWERED

WHAT IS THE BEST ELEVATOR BUCKET FOR FIELD SEEDS?

Grain Dealers Journal: Where can we obtain information in regard to the best bucket elevator system to handle field seeds in our seed cleaning department? Iowa Seed Co., Des Moines, Ia.—Ans. A pressed steel bucket would probably prove the most satisfactory.

COBS.

Price, McCormick & Co., commission merchants in grain and cotton, failed May 24 with liabilities of \$13,000,000. Over-speculation in cotton by Theodore H. Price was the cause.

Exports of buckwheat during the nine months ending with April 1 were 311,885 bushels, against 1,370,000 and 1,197,000 bushels during the corresponding periods ending April, 1899, and 1898.

A. E. McKenzie, chief grain inspector of Kansas, is trying to arrange for a convention of elevator men and chief inspectors at Kansas City, Mo., about July 15, to fix universal standard of grades for export.

Emile du Marais, a civil engineer who has passed many years in Russia and is a member of the Russian section of the French bureau of foreign commerce, said recently that 200,000 farmers arrive in Siberia annually, the government providing them with free transportation and giving each family the free use of 37 1-2 acres of land for a stated time. The annual production of cereals in Siberia is 2,000,000 metric tons, and the country can produce 10,000,000 tons annually, of which 4,000,000 to 5,000,000 tons are subject to exportation. The chief obstacle to exports is the excessive freight rate. The average rate on the Trans-Siberian Railroad is one-half cent per ton per mile.

Chicago market quotations will continue to be distributed by the Western Union Telegraph Co., until the injunction issued against the Board of Trade is dissolved. In view of the fact that a large percentage of the telegraph company's revenue from ticker quotations is derived from the bucket shops, it is believed the Western Union will engage in a long and costly legal battle to protect the illegitimate brokers. The directors of the Board of Trade will do everything in their power to gain control of the business now absorbed by the bucket shops. These pseudo brokers operate under an annual expense of \$75,000,000, and the volume of business transacted by them is enormous.

The act passed by the Canadian Parliament provides that: Inspectors of grain shall, when required, inspect grain of the United States passing through Canada in transit to Great Britain or to a foreign country, and shall grant certificates therefor based on standard samples of such grain furnished to said inspectors by the department of inland revenue, and the said standards shall be established by the board of examiners of board of trade for the district wherein such inspection takes place, and shall be known as the standards for United States grain of the said district. Every certificate relating to such grain shall state that it is of United States production, and that the grade mentioned is that of the board of examiners of the board of trade of the district wherein the inspection takes place.

GEO. A. WELLS.

If the results already attained by the secretary and treasurer recently selected by the Governing Committee of the Iowa Grain Dealers' Association is any indication of his future work, then the association is assured a large membership and a successful career. Before he was in the office two weeks the association had a membership representing over three hundred elevators, and new applications were being received by every mail.

Geo. A. Wells, the secretary and treasurer of the Iowa Association, was born about 35 years ago on a farm in St. Croix County, Wisconsin. At the age of 14 he began clerking in a general store. Four years later he accepted a position in a wholesale clothing house in St. Paul, Minn., where he was soon promoted to the position of traveling salesman.

He gave up this line of business to enter the grain business at New Richmond, Wis., the style of firm being Wells & Mulrooney. In 1894 Mr. Wells sold out his interest in the business and became identified with the Northern Grain Co. of Chicago, looking after country buyers in Wisconsin, Iowa, Minnesota, and South Dakota.

With the beginning of 1900, Mr. Wells opened a branch office of the company at Omaha, but at the same time continued to give much of his time to the country buyers of the Company. He was not an applicant for the position of secretary and treasurer of the association, in fact his acceptance was due principally to the persistence of the committee, and he very reluctantly severed his connection with his old company. He is familiar with the territory covered by the Association and is well known to many of the dealers. His long experience in the grain business, and being familiar with the troubles at many different stations, thoroly fit him for his new position. The Association is to be congratulated upon being so fortunate as to obtain his services.

CONSTITUTION AND BY-LAWS OF
IOWA ASSOCIATION.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of an association of grain dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interest of those regularly engaged in the grain business, the formulating of rules for the transaction of business, and the promotion of friendly relations among legitimate grain men of the state; for the furtherance of that purpose we hereby create and establish this Constitution.

CONSTITUTION.

Article I.—Name.

Section 1. This Association shall be known as The Iowa Grain Dealers' Association.

Article II.—Membership.

Section 1. Any person, firm, or corporation conducting a reputable, regular, and continuous business of buying and selling grain in the State of Iowa, and having proper elevator facilities for handling same, may be admitted to membership in this Association.

Section 2. Any regular grain receiver, grain broker, terminal elevator, or commission merchant who conducts a reputable business, and confines his business to the regular elevator operators shall be eligible to membership on the payment of regular fees.

Section 3. No person, firm, or corporation shall be admitted to membership in the Association unless he or it shall receive the unanimous approval of the Governing Board subject to the approval of the Association, and shall subscribe to this Constitution and By-Laws.

Article III.—Officers.

Section 1. The officers of this Association shall consist of a President, Vice-President, Secretary-Treasurer, and a Governing Board composed of the President, Secretary-Treasurer and five other members of the Association.

Section 2. The Secretary-Treasurer shall furnish bonds in such amounts as the Governing Committee deem necessary for the proper pro-

tection of the funds of the Association in his hands, provided only that such bonds shall not be less than \$1,000.

Section 3. In case a vacancy shall occur in the office of President, Vice-President, Secretary-Treasurer, or the Governing Board, the Governing Board shall fill the same by appointment to serve until the next regular election.

Section 4. The election of officers shall be held at the regular meeting held in April of each year and shall be by majority vote of members present, except the Secretary-Treasurer, who shall be elected by the Governing Board, and they shall hold office for the term of one year or until their successors are duly elected and qualified.

Article IV.—Duties of Officers.

Section 1. It shall be the duty of the President to preside at all meetings of the Association and Governing Board, have a general supervision of the work of the Association and sign all orders drawn on the Treasurer by the Secretary.



Geo. A. Wells, Des Moines, Ia.

Section 2. In the absence of the President, the Vice-President shall preside at the meetings of the Association, and in the absence of both, the members shall choose some member to act during the meeting.

Section 3. It shall be the duty of the Secretary to record and preserve all minutes of all the meetings of the Association and of the Governing Board. He shall conduct all correspondence, issue all notices of meetings to members. He shall make a full report of the work of the Association of each annual meeting, keep members informed of what is being done between meetings, and any other duties required of him by the Governing Board. He shall collect all membership fees and dues, due this Association from Members and turn over all moneys to the Treasurer of this Association.

Section 4. It shall be the duty of the Treasurer to have charge of all moneys of the Association, and pay out the same only upon orders signed by the President and the Secretary. He shall report the conditions of the finances at each annual meeting of the Association.

Section 5. It shall be the duty of the Governing Board to look after the interests of the Association between all meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before them and work for their adjustment, make an annual investigation of the books of the Secretary-Treasurer, act as a board of appeals and arbitration, and have all other powers delegated to them by this Constitution and By-Laws.

Section 6. A majority vote of the whole number of the Governing Board present at a meeting, or a vote by mail to the Secretary, shall be valid action of the Board.

Article V.—Fees and Dues.

Section 1. The fee for joining this Association shall be three dollars.

Section 2. The dues shall be assessed by the Governing Board, but shall not exceed one dollar per month for each elevator.

Section 3. Each member shall file a list with the Secretary showing the full number of stations operated by them in the state, such list to be the basis of the monthly assessment against such member.

Article VI.—Fines and Complaints.

Section 1. Each member of this Association shall be governed in all matters pertaining to the Association by the Governing Board, and failure to obey the orders of the Governing Board shall subject him to a fine not to exceed his membership fee, or expulsion as the Governing Board shall decide, subject to appeal to the Association.

Section 2. Any member of this Association who shall have complaint against another member shall make it in writing to the Secretary, who shall call a meeting of the Governing Board to investigate and arbitrate the same, first giving the accused three days' notice; and each member of the Governing Board who attends shall receive his necessary expenses, which shall be paid by the parties or the Association as the Governing Board may decide.

Section 3. Any members, feeling themselves aggrieved by the action of the Governing Board, may appeal to the Association at the next meeting.

Article VII.—Dissolution.

Section 1. The Association shall continue in force until dissolved by a majority of the members in full standing at time of such action.

Article VIII.—Amendments.

Section 1. This Constitution may be altered or amended by a two-thirds vote of the members present at any regular meeting.

BY-LAWS.

Article I.—Meetings.

Section 1. The regular meetings of this Association shall be held as often, and at such time and place as the Governing Board shall designate.

Section 2. A quorum shall consist of fifteen members of the Association present.

Section 3. The Governing Board shall meet at such time and place as they may decide upon.

Article II.—Expenses of Officers.

Section 1. The Association shall pay the traveling expenses of the President, Secretary-Treasurer to all meetings of the Association, and of the President, Secretary and members of Governing Board to all meetings of the Governing Board.

Section 2. The Association shall pay all proper expenses of maintaining an office for Secretary, and all traveling expenses incurred by him in his regular work for the Association.

Article III.—Salary, Bond.

Section 1. The Secretary shall receive a salary to be fixed by the Governing Board each year.

Section 2. The Secretary-Treasurer shall give bonds in the sum of \$1,000 to be deposited with the President.

Article IV.—Applications, Payment of Dues, Suspension.

Section 1. Applications for membership shall be accompanied with a membership fee of three dollars, and recommended by at least two members of the Association living at same station, if there be any; if not then by members living near the applicant. If receiving the approval of the full membership of the Governing Board he shall be admitted to membership subject to the approval of the Association. If rejected, the fee shall be returned.

Section 2. The dues shall be due and collectible in advance, at the beginning of each quarter (January 1st, April 1st, July 1st, September 1st) of each year. A statement shall be rendered at such time and remittances must be made within thirty days.

Section 3. A member failing to pay dues or assessments within thirty days of the date of the notice, the Secretary shall make a sight draft. If payment is refused, member may be suspended by the Governing Board or Association.

Section 4. Any suspended member may be reinstated by the unanimous consent of the Governing Board, or an appeal to the Association by a majority, and payment of all arrears.

Article V.—Orders for Money; Assessments.

Section 1. In intervals between meetings the President and Secretary shall have power to draw orders on the Treasurer for any necessary expenses of the Association; but the same shall be reported at once to the Governing Board, and also to the Association at the next regular meeting.

Section 2. The Governing Board shall have power during intervals between the meetings, in case of necessity, to make assessments not to exceed one dollar per station, for each assessment, such assessment shall be paid to the Secretary within thirty days of the notice.

Section 3. The total amount of dues and assessments, combined, shall not exceed \$12.00 in any one fiscal year.

Article VI.—Payment of Judgments; Record of Arbitrations.

Section 1. In case of any decision of adjustment or fine by the Governing Board against any member of the Association, said member must comply with the adjustment or pay the judgment against him to the Treasurer within five days of the award, whether the case is appealed or not, under penalty of suspension or expulsion by the Governing Board or the Association.

Section 2. In any arbitrations of disputes or complaints by the Governing Board, they shall keep a record of the proceedings, and report same at any meeting if required to do so.

Article VII.—Appeals.

Section 1. Any member desiring to appeal to the Association, from the decision of the Governing Board, shall give notice of the same to the Secretary within fifteen days of the date of the decision.

Article VIII.—Withdrawal.

Section 1. Any member desiring to withdraw from the Association must pay all dues, assessments or fines against him, and give the Secretary thirty days notice of his intention to withdraw.

Article IX.—Admission to Meetings.

Section 1. No person shall be allowed at any meeting of the Association or Governing Board, unless a member in good standing, except as witness in case of trial.

Article X.—Amendments.

Section 1. These By-Laws may be altered or amended by a two-thirds vote of members present at any meeting of the Association.

PORTLAND'S PUBLIC GRAIN WAREHOUSE.

The manner of handling grain on the Pacific Coast differs from that prevailing east of the Rocky Mountains in that the grain is not shipped in bulk, but in sacks.

be stored in their private warehouses at tidewater until ready to sell. It is needless to say that these dealers and exporters are firms of the highest class and command the confidence of the producers, or such a system could not have become established, for it involves to a large extent the limitation if not the suppression of competition so far as the seller of grain so stored is concerned.

It is clear that but few buyers will compete for wheat at any one point in the interior, and that wheat shipped to a private warehouse at tidewater should as a matter of courtesy go ultimately to the owner of that warehouse. It is also plain that the only way to get the benefit of complete and untrammelled competition in the grain business under the above circumstances, is to ship it to, and store it in, a public warehouse, where all buyers, exporters, dealers and millers can sample, inspect and compete for the grain.

River near the dock of the Oregon Railway and Navigation Co. in lower Albina, which is part of the city of Portland. On the land side is laid a track of the O. R. & N. Co., and on the river side the water is deep enough to accommodate the largest vessel. It juts out prominently into the river and forms a conspicuous feature of the port of Portland.

The inside measurement of the dock or warehouse is 540 feet in length and nearly 300 feet in width, covering an area of about three and one-half acres. Seven hundred and fifty thousand bushels of wheat can be stored in it at one time easily, after allowing ample room to operate the cleaning and grading plant. It is built so as to admit the maximum of light and ventilation; and has the smoothest floor of any dock in Portland.

The latest appliances for cleaning, grading and smutting wheat have been introduced, and connected with it is one of



Montgomery Dock No. 2 operated by the Mutual Warehouse Co., of Portland, Ore.

The reason is that as a large part of the crop is exported to Europe in ships via the Cape and experience has proved that wheat cannot stand such a long trip, crossing the Equator twice, unless it is loaded in sacks. Experiments were made some years ago to ship grain part in bulk and part in sacks, but the result was not satisfactory. Hence elevators are little used on the coast, and warehouses take their place.

Every shipping point in the wheat growing districts is provided with extensive warehouses where grain is stored until ready to sell, or to ship to tidewater. It frequently happens that the yield of grain outruns that sort of accommodation, at some places in the interior, and then the singular spectacle is afforded of piles and piles of wheat out in the open, with various makeshifts in the way of cover to protect it from the rain.

The manner of disposing of grain in the territory tributary to Portland generally has been to sell it direct to exporters, some of whom have private warehouses both in Portland and in the country, or to consign it to these same exporters, to

But in order to attract all the buyers, a grain warehouse must possess all the facilities to handle the grain properly and expeditiously. It must be situated on a dock jutting out on the water front. It must have sufficient depth of water on the river side to accommodate the largest ships, and have railroad switches on the land side to accommodate a long line of cars, as well as facilities to unload those cars quickly. It must have a large capacity and extensive floor space to keep the various lots separate; and finally it must be provided with all the latest machinery and appliances for cleaning and grading wheat.

The Mutual Warehouse Co. of Portland meets all these conditions, and performs all the functions of a public warehouse. It offers facilities for handling wheat more advantageously than was obtainable in that market heretofore. The company controls and operates the Montgomery Dock No. 2 which was built by the Hon. J. B. Montgomery and finished in 1899. The largest dock in Portland, and also the largest on the Pacific Coast, it is situated on the east bank of the Willamette

Hess' pneumatic driers. It has a system of belt conveyors which carries the sacks of grain from the cars alongside the dock to a central platform forty-eight feet above the floor level, from whence they are conveyed by chutes to any desired point. When it becomes necessary to pile higher than 12 sacks and up to 24 sacks; which is the maximum, the belt delivers the sacks on an elevated platform, from which the sacked grain can be lowered on top of the first 12 sacks piles, and built up to the desired height. An arrangement is also provided by which wheat, after being graded, can be delivered from the sacking platform directly to the side of the ship.

As considerable grain is shipped by steamboats which ply on the Willamette and Columbia Rivers, provision is made to take the sacks of grain from the deck of a boat into the warehouse by means of an endless belt conveyor which does its work with remarkable rapidity and ease.

The power used to run the machinery and conveyors is electricity. This is supplied by The Portland General Electric Company.

GRAIN CARRIERS.

Grain freights advanced to 1¾ cents on corn to Buffalo June 5, at Chicago.

The corn cargo of the steamer Owego, which recently met with disaster, was somewhat damaged.

The Southern Pacific contemplates the construction of a line running east from Salt Lake City to Denver, Colo.

It is said that John D. Rockefeller is killing time with his fifty-six ships in an endeavor to hold up the season rate.

John D. Rockefeller has tied up his fleet of 19 whaleback barges and 6 whaleback steamers rather than charter below the season rate.

Shipments eastbound from Chicago all rail for the week ending June 2 were 55,910 tons of grain, flour and provisions; compared with 66,859 tons a year ago.

Tracklaying on the Bismarck, Washburn & Great Falls is progressing at the rate of a mile per day. It is expected Washburn, 45 miles, will be reached by the last of September.

The steamer Paliki of England arrived recently at Lorain, O., to load steel rails for Nova Scotia. The movements of this ocean steamer show the possibilities of the lake carrying trade.

The St. Louis, Iowa & Northern Railroad will soon let contracts for the construction of its line, which is projected from Ottumwa, Ia., to St. Louis, Mo. S. H. Sawyers, of Eldon, Ia., is president.

Erie Canal improvement was the object of a meeting of representatives of 16 commercial organizations at New York recently. The enlargement of the canal to admit barges of 1,000 tons capacity is desired.

Chicago grain receivers have protested against the new regulations of the western railroads requiring thru billed lake and rail grain to be shipped from Chicago within six months. Otherwise full local rates are charged.

Grain charters from Chicago for Lake Erie have been liberal. Tonnage was taken recently for several million bushels. Perhaps one reason for the activity was the announcement of an advance of 1-2 cent per hundred in lake and rail rates effective June 1.

The grain dealers of Kansas City, Mo., filed suit June 2 against the Missouri Pacific Railway Co., in the United States Circuit Court, reciting the discriminations practiced against Kansas City, and praying for relief. A score of questions are submitted which plaintiff desires the railroad company to answer.

Buffalo is not getting all the grain trade its merchants have expected. This season more grain has gone east by way of other Lake Erie ports. The strong competition of the Canadian routes continues. Erie canal shipments are very small and the canal rates are so low that there is no money in grain for the boatman.

A new railroad 400 miles in length will be built between Salt Lake City, Utah, and Los Angeles, Cal. The road will reach Los Angeles over the Atchison, Topeka & Santa Fe, with which connection will be made in the Mojave desert. A new company will be organized with the financial backing of the Southern Pacific and Santa Fe.

The Chicago, Burlington & Quincy railroad has filed a petition in the United States Circuit Court to restrain the board of transportation of Nebraska from in any way interfering with the freight rates es-

tablished by the plaintiff. The railroad attacks the validity of the law creating the state board, and alleges that the board has no legal existence for the reason that the law was not passed by the legislature under the title which it now bears.

The United States court of appeals has dissolved the injunction restraining the state board of transportation from reducing grain and live stock rates on Nebraska lines, and the state board has cited the roads to appear June 11 and show cause why proposed reductions should not be enforced. The order, as first made, cut grain rates 5 per cent and live stock 10 per cent below existing tariffs. The mandate also lowered the feeding in transit rates.

Southwestern grain dealers and millers held a conference at Chicago, May 24, with the traffic officials of the railroads in their territory. The grain men said that unless grain rates are reduced they will be unable to meet foreign competition. The railroads do not favor reductions of the rates on grain, in view of the large crops, which will afford handsome revenues if rates can be maintained. Neither will they discriminate with lower rates on flour than on grain, arguing that mill-stuffs are more expensive to handle.

In the suit of the Atchison Grain Co. against the Santa Fe Railroad, the claim is made that the railroad, in violation of its agreement, made rates to Richardson & Co. of Kansas City and others which were so much below the rates given to the plaintiff that it was precluded from handling grain without a loss. In one count the grain company charges that it had 400,000 bushels of corn in cribs along the railroad in 1896, and that it was compelled to pay five cents a bushel more when it was offered for shipment than the favored Kansas City firm was compelled to pay. In consequence the grain company was compelled to go out of business.

BOOKS RECEIVED.

THE VOTER'S ARGUMENT SETTLER is the title of a 64-page vest-pocket book of political facts and statistics designed for ready reference. It contains much information which should be familiar to every voter. It is strictly non-partisan, correct, concise and conveniently arranged. During the next five months it will be much used by all who consider or discuss political questions. Copies can be obtained free of charge by addressing Ware & Leland, Chicago.

THE BENEFIT OF ORGANIZATION is the title of booklet No. 3 of Grain Trade Talks by Edward G. Heeman. Its twenty pages are filled with pertinent pointers on the benefits accruing to regular grain dealers, who join with their fellow merchants in an organization for the purpose of advancing common business interests. The booklet contains the best arguments yet advanced for organization and surely merits careful reading by every grain dealer who is interested in the success of his own business. Copies can be obtained free of charge by writing Ware & Leland, Chicago.

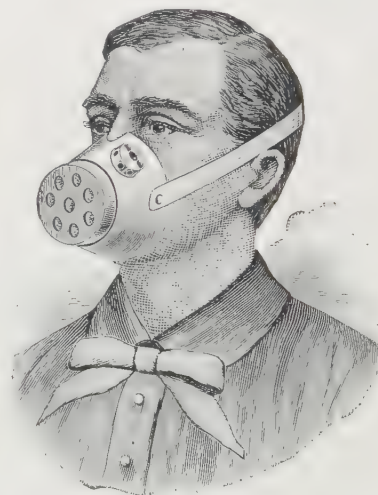
THE THIRTY-SECOND annual report of the Missouri State Board of Agriculture has been received. This report contains many papers of much value to the agricultural and live stock interests of the state. It shows that the interest in advanced agricultural methods, agricultural education, the work of the Agricultural College and Experimental Station

has been greatly increased. The report is very complete and will no doubt greatly advance the agricultural interests of the state.

THE HURD RESPIRATOR.

Men who work about elevators, and especially grain trimmers, experience great difficulty in breathing the dust laden air. Many have to abandon the work after a short time. Those who work in public warehouses and other elevators where perfect systems of dust collectors are not provided, suffer more than others. The workmen in every elevator have urgent need for a device to protect their lungs from the dust laden air, as at times they must work in the dust.

The Hurd Patent Automatic Respirator which is illustrated herewith is designed especially to protect the throat and lungs from dust and poisonous matter floating in the air. It is claimed to be the only perfect respirator ever designed, and it is guaranteed to prevent diseases arising from breathing dust laden air. This respirator is made of the best white rubber and will last a lifetime. It is light and easy to wear.



Air is inhaled thru a thin wet sponge, and exhaled thru an automatic valve in the side, so that breathing with the nose protected in one of these respirators is easy, and breathing dead air over and over again is avoided. It is manufactured by the Morley Respirator Company, Saginaw, E. S., Mich.

Henry A. Robinson, formerly statistician of the Department of Agriculture, died at Detroit, Mich., April 22, aged 58 years.

Exports of breadstuffs during the ten months ending with April 30, as reported by O. P. Austin, chief of the Bureau of Statistics, included 83,652,000 bushels of wheat, 175,005,000 bushels of corn, 34,226,000 bushels of oats, 1,700,000 bushels of rye, and 21,562,000 bushels of barley; against 121,767,000 bushels of wheat, 140,600,000 bushels of corn, 21,439,000 bushels of oats, 8,890,000 bushels of rye, and 1,905,000 bushels of barley, for the corresponding ten months ending with April 30, 1899. The increase in the exports of barley is as startling as the decrease in the exports of rye. The total value of all breadstuffs exported during the ten months was \$208,719,000 against \$224,236,000 during the corresponding period of 1898-9.

THE CYCLONE DUST COLLECTOR.

So many elevators have been laid in ruins during recent years as the result of dust explosions in them, that elevator men are no longer disposed to scoff at the danger of maintaining a dirty, dusty house. Some stop with placing dust collectors over their grain cleaners and clipper, while others equip their elevators thruout with piping and dust collectors, so that the air is kept free from dust in all parts of the house, and the life of the workmen is made less burdensome.

For a time the insurance companies refused to give lower rates for dust collecting equipment, but after a few explosions they discovered the error of their rule and since have given very fair allowance off the regular rates for installation of dust collectors.

The Cyclone Dust Collector, which is especially adapted for elevator work, is very simple in construction as will be discerned by examining the illustration given herewith. It requires no power, is well made and is not expensive. In fact, many elevators which have been equipped

SEEDS.

The Wholesale Seed Merchants League will hold its meeting at Chicago, Ill., June 15.

The Iowa Seed Co., of Des Moines, Ia., contemplates erecting a new warehouse building this year, and will put in elevating machinery.

Charles A. Heath of the Albert Dickinson Seed Co., Chicago, Ill., accompanied by his wife and child, sailed June 2, for Europe, for a two months' visit.

The total value of all seed exports for the ten months ending May 1 was \$6,901,000; against \$4,921,000 and \$2,800,000 for the corresponding periods of 1898-9 and 1897-8.

Of the seed exports of the United States, Canada takes about one half; the United Kingdom is a good customer, followed closely by Germany. France imports a little.

The Michigan state crop report gives the acreage of clover as compared with

Harry N. Hammond, of Fifield, Mich., whose seed warehouse was burned May 20, writes: We will build a large warehouse this summer and will put in machinery for cleaning and elevating. We will be in the market for a couple of elevators.

The Illinois crop bulletin of June 5 says: In most places timothy shows a better condition than clover. The rain of last week has improved the prospects generally. Some of the clover in the central and southern districts is nearly ready to be harvested.

J. F. Zahm & Co. write: Low grades of clover seed are very scarce. Not much is in store at Toledo, and what there is, seems to be in strong hands. Crop reports continue mostly unfavorable. They come from Ohio, Indiana and Michigan. Occasionally we get a good report. Don't hear much about prospects abroad.

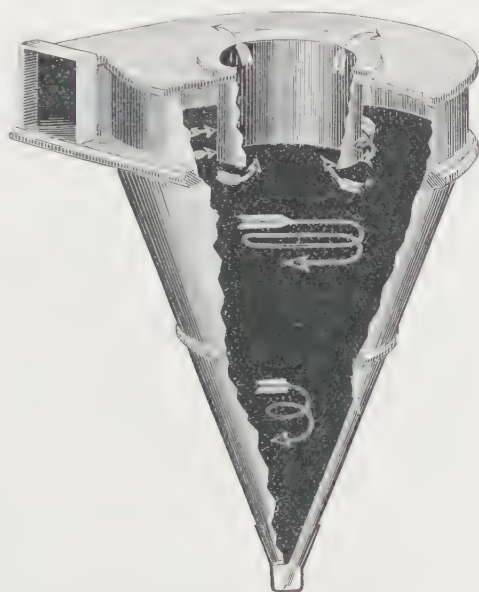
The Iowa crop bulletin of June 4 states that the recent rains will greatly help pastures, but came too late to restore the meadows to their normal condition. But in the larger part of the southern and central districts the hay crop ranges from good to extra heavy, the main drawback being the partial loss of the clover stand. In the southern section clover cutting will be in progress within a few days.

C. A. King & Co., June 2: Ohio in a good season is the largest clover seed producer. Northwestern Ohio contains most of the large clover seed counties. They have had poor crops for two seasons. Outlook now is unfavorable. Madison County promises to have almost a failure, damaged by insects. Richland County writes there will not be much there this year. Largest seed dealer in Canada says Canadian acreage is small and crop prospects are unfavorable.

STANDARD EXPORT GRADES.

A. E. McKenzie, chief grain inspector of Kansas, says: A universal standard of grades is badly needed. Under the present system where every state and seaboard point has a different standard trouble is always arising. The grades don't jibe and exporters are always complaining. Kansas will probably reap more benefit from a universal standard than any other state. We are greatly handicapped here now. Grain men the country over concede that we have the best system of inspection and the best standard of grades in force anywhere. Virgin wheat that is inspected here, say at No. 4, is shipped to the seaboard, there inspected at No. 2 and sold for export as "Kansas No. 2." This is particularly true of the Southern seaport towns. The East is not quite so bad. This hurts Kansas.

Nearly every day I receive letters from European buyers complaining of the Kansas inspection. They believe they are buying the grain on our inspection, when in fact, they are purchasing on the seaboard inspection. I have written each complainant a letter of explanation and inclosed them a blank inspection certificate such as we use and tell them that unless they get that sort of a certificate the inspection is not that of the Kansas department. Many of them now demand Kansas inspection. They will not buy Kansas wheat on seaboard inspection. But not all of them demand this because they do not understand it. The easiest way to correct the injustice is to get the grain elevator men and inspectors of this country together and fix standard grades. For that reason I am trying to get them into a conference at Kansas City in July.



The Morse Cyclone Dust Collector.

with complete dust collecting systems have more than offset the cost of such installation by a reduction in the cost of fuel and insurance. The progressive elevator man of today would as soon think of erecting an elevator without an elevator leg as without a dust collector.

The dust laden air which enters the dust collector thru the inlet spout, as is clearly indicated by the arrow in cut, strikes the interior surface of the dust collector, is swept round the periphery of the cone and drops to the bottom and out of the machine, while the air, free from dust escapes out of the top of the machine. The Morse Cyclone Dust Collector is made by The Knickerbocker Co. of Jackson, Mich.

The protest of the grain and produce associations of Great Britain against the recent proposal of the chancellor of the exchequer to subject brokers' contract notes to stamp duty, has resulted in the withdrawal of the measure, which would have cast a very onerous and unfair burden on a small section of the trade.

1899 at 95 per cent, of which 16 per cent will be plowed up because winter killed. The condition May 1 was 86 per cent.

A dealer in Ashland Co., O., writes J. F. Zahm & Co. that good clover fields are very scarce. Dry weather has kept them back so that the first cutting will be late and the show for seed consequently poor.

The Ford Seed Co., of Ravenna, O., has a new variety of field corn which will be placed on the market next season, which will surpass all in point of earliness and will be a great boon to northern sections.

O. P. Austin, chief of the Bureau of Statistics, gives the exports of timothy seed at 14,355,000 pounds during the ten months ending May 1, compared with 14,934,000 pounds during the corresponding months of 1898-9.

Clover seed amounting to 31,487,000 pounds was exported during the ten months ending May 1, as reported by O. P. Austin, chief of the Bureau of Statistics. For the corresponding period of 1898-9 the exports were 18,787,000 pounds.

PATENTS GRANTED

Frederick W. Toedt, of Hamburg, Ia., has been granted letters patent, No. 650,549, on a gas engine.

Ephraim C. Sooy, of Kansas City, Mo., has been granted letters patent, No. 650,494, on a baling press.

John F. Dornfeld, of Milwaukee, Wis., has been granted letters patent, No. 650,377, on a malting drum.

John S. Losch, of Schuylkill Haven, Pa., has been granted letters patent, No. 650,789, on a gas engine.

Hadwen Swain, of San Francisco, Cal., has been granted letters patent, No. 650,571, on a gas or oil engine.

Sidney D. King, of Dunmore, Pa., assignor to the King Car Co., Scranton, Pa., has been granted letters patent, No. 650,538, on a coal or grain car fitted with hopper bottoms for rapid discharge.

Thomas J. Kimler, of Des Moines, Ia., has been granted letters patent, No. 650,510, (see cut) on a portable dump. An inclined track is provided with rollers on which a box is drawn by a cable. A section of the track is pivoted to permit of dumping the contents of the receptacle.

George A. Long, of Antwerp, O., has been granted letters patent, No. 649,940 (see cut) on a grain separator. The patent covers the doors in the casing whereby access is had to the interior of the cylinders. The doors have circular recesses in their inner faces of the size of the cylinder ends; and the cylinder ends are adapted to form journals, and mounted and supported in the recesses in the doors. The cylinders are made in sections of halves, a driving pulley ring securing the sections together.

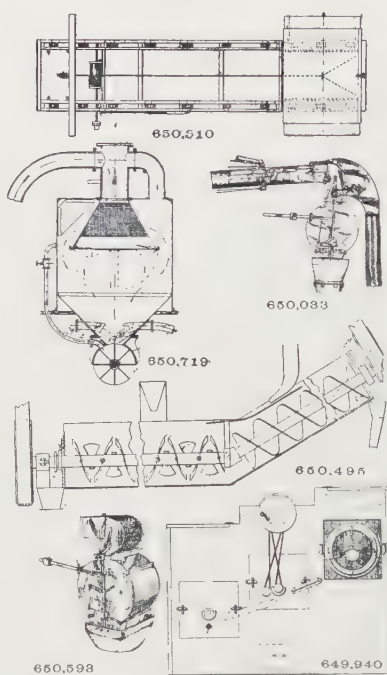
Ernest S. Spencer, of London, Eng., has been granted letters patent, No. 650,495, (see cut) on an apparatus for washing grain. The grain or germ-freed corn is washed in a trough having a horizontal and an inclined portion. The horizontal section contains a conveyor and an agitator. The inclined section contains a conveyor. Grain is spouted into the horizontal trough and conveyed in a direction contrary to that of the stream of water. The conveyor in the inclined section raises the grain out of the water to drain and discharges into a spout.

James B. Schuman, of Columbia City, Ind., assignor to the Pneumatic Elevator & Weigher Co., of Indianapolis, Ind., has been granted letters patent, No. 650,593, (see cut) on an automatic weigher. The moving parts are mounted in a rectangular frame whereby the perpendicularity and rigidity of the weigher may be maintained. The scale beam is pivoted to the arms on the side frames. Parallel to the side frames extend downward two scale hangers on which the pivoted weigher hopper is mounted. The hopper has a swinging gate thru which the grain is discharged as the hopper oscillates.

George Beyl, of Osborn, O., assignor to the Pneumatic Elevator & Weigher Co., of Indianapolis, Ind., has been granted letters patent, No. 650,033 (see cut) on a dust collecting attachment for pneumatic elevators. The elevator head is provided with a perforated plate thru which the air, dust and dirt are discharged into the dust collecting attachment. The dust collecting attachment consists of a box with an opening at the bottom developing into a tube. The box is hinged to the top of the elevator head and is capable of being thrown back when out of

use. The engraving shows a grain weighing receptacle in place under the mouth of the elevator.

John Haviland, of Northampton, and Frederick H. Haviland, of Bournemouth, Eng., and John Farmer, of Glasgow, Scotland, have been granted letters patent, No. 650,719 (see cut) on an appliance for elevating and discharging grain. The apparatus comprises a vacuum chamber, air pump to maintain the vacuum, inlet pipe to vacuum chamber for the grain to be elevated, a sieve above the pipe to allow air free from dust to be drawn thru its meshes, a water trap between the vacuum chamber and air pump, a wheel valve attached to the lower end of the vacuum chamber, a pressure equalizing pipe between the chamber and the wheel valve. When the apparatus is in operation the current of air is constant, entering with the grain thru the inlet pipes, being separated in the chamber and drawn



out thru the upper pipe. The grain is drawn out of the chamber by the wheel valve, which rotates, filling each of its eight chambers successively.

Secretary Gage has asked Congress to establish a bureau to have charge of standard weights and measures.

Wheat growers are interested in the experiments being carried on at Halstead, Kan., by the United States government, with 150 varieties of wheat selected from all parts of the globe. The development of new varieties by cross-fertilization is being tried. D. B. Swingle is in charge of the work.

Mr. Hamlin Garland's most recent work is a vigorous story of Western life, entitled *The Eagle's Heart*. In this brilliant story he draws a remarkably strong picture of the adventurous life in cow-towns and mining settlements, and shows every phase of the aggressive existence of miner, plains man and cowboy. An absorbing love story is skilfully woven into the fabric of peril and adventure. *The Eagle's Heart*, superbly illustrated by Mr. Harrison Fisher, will begin in *The Saturday Evening Post* for June 16, and run through the summer numbers of the magazine.

BETTER HARVESTING OF GRAIN.

(From a paper by W. W. Andrews, Ft. Worth, read at meeting of Texas Dealers.)

In view of the restricted demand for Texas oats, one of our most important products, the greatest problem confronting the Texas grain industry today is the necessity of extending that demand. Our market for feed oats is virtually confined within the state. This demand, instead of keeping pace with the growth of the state's population, is, if anything, decreasing. Such decrease might plausibly be accounted for by the fact that much of the arid lands of west and southwest Texas have been and are being reclaimed by irrigation, which is rendering more or less productive, sections of the state which but a few years since were barren, or virtually so.

We have every right to assume that the home demand will not do much better than to keep pace with the increase in the state's population. Barring such demand, we have heretofore pinned our faith in Texas oats, our favorite commodity, solely to the demand for seeding purposes in the southeastern states. It is folly to longer attempt evasion of the fact that this trade has been seriously crippled of late years, and when we recall the character of the stuff we have been shipping, each of us must own that in this falling off of trade, the quality of the grain has played a leading role. It is also beyond denial that we may apprehend a further decrease in that trade unless material improvements in the quality of our grain is brot about.

This applies to wheat as well. For instance, Texas wheat is richer in gluten than that produced in the great wheat belt of the Northwest. It is undisputed that flour from such wheat is a prime favorite for pastry purposes in many European markets. Why could not Texas build up a special trade there for pastry flour at fancy prices? For answer, recall the quality of the wheat threshed last season after the cessation of the rains, and you don't think of pie crust in connection with such grain. You think instead that probably such wheat is good ballast for hogs, provided the swine boasted of no pedigree above the razor-back family.

We must find a place for our oats as feed, in addition to what seeding trade we may be able to restore or extend. Before we may ever hope to do either, before we may ever hope to see the Texas oat trade anything but a nondescript "Maverick," we shall first need to improve the quality of the grain. We believe all present defects are directly traceable to our slipshod methods of harvesting. Recall the quality of the grain threshed last season before the rains began. Compare it with the quality of the grain threshed after the rains had finally ceased. That comparison is necessarily eloquent with reproach for Texas methods of harvesting. Briefly reviewing these, we find that, in nearly every instance, the grain is cut, loosely shocked, and there left to stand exposed to all sorts of weather until the thresher is ready for it. Grain so exposed suffers injury from every drop of rain. Every farmer realizes that his grain is in great part preserved from such damage by stacking it. This he refuses to do, under the mistaken impression that to do so entails double work. A palpable error. The grain must be hauled to the thresher sooner or later.

Properly stacked and capped with either grain sheaves or tarpaulins, the quality of the grain would be almost assured. The rest would remain to the thresher. Because he is paid for it, the thresher owner, for the time being, is the servant of the farmer, and subject to his orders. It best serves the thresherman's interest to rush his work. The faster the grain is threshed, the poorer it is cleaned, and the greater the loss to the farmer, but the more profit to the thresherman. If the farmer does not kick, the thresherman will not, but will churn the grain through the machine so fast that its separation from chaff, weeds, dirt, cotton and corn stalks, in short, everything that had been caught up with the bundle by the binder is a mechanical impossibility. Let the farmer give the other shark to understand that he will have his grain threshed clean, or not at all.

It is most fitting that we should now refer to the blame attaching to our merchants for the poor grain of the past, and the measure of blame that will be theirs unless the quality is vastly improved in the near future, as it will never do to overlook the fact that our buyers will need to play prominent roles in this Better Grain Crusade. They have been almost entirely to blame in the past for the poor quality of our oats, but will henceforth share that responsibility with no one if there is not great improvement.

The Texas oat is better suited for seeding in the southeast than the less indigenous western oat. Oats for seed bring better prices than when bought as feed for decrepit mules. For that reason our price sights were always elevated to the maximum limit. In our continuous "pipe" dream of fancy prices we live in the past. Tradition informs us that in the long ago, our oats sold to the southeast for as high as 50c per bushel f. o. b. Texas points. It neglects to explain that the entire oat production of Texas in those days did not exceed a million or two bush-

els, and in our zeal we lose sight of the fact that the production today is ten times as large. We had also thought the supremacy of the Texas oat for seeding purposes in the southwest invulnerable. Naturally, therefore, we were indifferent to improving the quality. "We have a monopoly as it is," we reasoned. "Then where the need to raise any how for improving the quality?" A logical argument, was it not? Still, we made the mistake that every syndicate makes in seeking to perpetuate a corner on any agricultural product,—we disregarded production. For, while conceding that ours is the genuine article, the only Rust Proof oat, and that the Texas grain is the best seed for the southeast, it by no means follows that no other oat will grow there. Our oats are no better harvested today than they might have been by the comparatively primitive methods of thirty years ago. Our merchants have for more than five years been hearing the suppressed but none the less angry mutterings of the storm that was gathering in the southeast for Texas oats. Our southeastern patrons have become so disgusted as to substitute western oats for seeding.

Here follows an imaginary transaction truly characteristic of the Texas dealer. A load of stained, musty, dirty oats is stopped before your door, and your farmer friend invites a bid. You inspect the load and shy like a balky horse at the approach of a traction engine.

You do not want the lot at any price, and so tell the farmer, who 'lows he'll "mosey 'round to Mr. Blanks," your competitor.

He "moseys," presently he returns and tells you that Blank has offered him 15c a bushel for the lot. Instantly your fighting blood is up, for when it comes to competition, your Texas dealer is a comet for swiftness. You say, or think it, which is the same thing,—"The Hell he did. Well if that blanketty blank idiot is not afraid

at your own low prices, and see if we do not have better grain. Damaged grain may be handled profitably, if we ignore the extra work and unpleasantness attaching to it, provided it is bought at proper figures. But just so long as we pay approximately as much for it as we could pay for the first-class article and leave any hope of reasonable profit, just so long will it be harvested in the same old way.

ELEVATORS AT DALLAS, TEXAS.

Many railroads enter Dallas from different directions and draw grain from the surplus districts about it, both to and thru it, hence it is natural that the city should have first class facilities for handling and storing grain. One of the pioneers in the grain trade of the Lone Star State built a large elevator which has since fallen into other hands, and it is now being operated under the supervision of Seth Miller, who is thoroly familiar with all the details of the business.

The elevator which has 1,000,000 bushels capacity is conducted as a public

ASSOCIATION WORK.

[From a paper by A. H. Bewsher, Secretary of the Nebraska Association.]

That your organization which sprung into life as an experiment has done much for each and every one of you and for every regular dealer in Kansas that is not one of you, there can be no question and needs no affirmation from me. That experiment has now developed into a necessity and as long as there is grain to be handled and as long as it is handled in its present manner, there will be Associations, and as each year succeeds another, will produce new developments, making the necessity of that organization more apparent. When this work was originally proposed, the promoters themselves did not and could not foresee its capabilities or possibilities. The one object in the minds of all, the one goal for which all strove was the eradication from the trade of the scalper. It was thought that with this element eliminated the streets would forever afterwards be paved with gold, that the trials and tribulations of the grain men would be at an end, but far from it. No sooner than did the dawn of freedom from this pest begin to break than many varied and unpleasant conditions were brought to light, that had previously been overshadowed by this all important poacher.



to offer you that for them, I guess I can raise him to 16 cents," and the race is on.

The simple (?) minded farmer is generally shrewd enough to play both suckers to the limit, with the result that either you or your competitor buys that load of worthless oats, which neither want, at close to 20 cents.

You have been a philanthropist. You've taken those oats in "out of the wet," will probably carry them six months, or longer, before you can dispose of them, and have paid the farmer a bonus for the privilege. Against the better judgment of either merchant, you have run the price several cents above the danger line. You chuckle with the thought that you made your competitor pay for them. You have done more than that. You and the other ass have distinguished yourselves in establishing by precedent a dangerously fictitious value for such worthless grain which will sooner or later prove a veritable boomerang to yourself. You will either have to keep off the market (and that is to deny the Texas dealer his dearest, you bet, his very dearest hobby), or pay close to 20 cents for what oats you buy throughout the season, as it is much easier to advance any buying price than it is to reduce it.

We grant you that "competition is the life of trade." It is also true that a fast life is exciting, even if it is dangerous to longevity. But that is not competition. It is rank idiocy. If you think damaged grain dangerous at certain prices, then where is the need in touching it? You merely stimulate the confidence of your competitor into believing it a valuable investment at any price. With such grain, have the courage of your convictions and hands off, if you think prices dangerous. It is a ninety to one shot that your competitor will speedily follow your lead when he no longer finds his confidence buoyed up by your "competition," and prices will speedily adjust themselves.

By far the worst effect of such foolish wars over such grain is the stimulus it gives to the farmer's utter indifference to improving the quality. Stop it. Show him that the quality must be bettered before you will touch it except

grain warehouse, with a fixed schedule of charges for the many services performed. The charges are 1 cent per bushel storage for first 30 days or part thereof on wheat. $\frac{3}{4}$ of a cent per bushel storage on wheat and corn each additional 30 days or part thereof. $\frac{1}{2}$ cent per bushel storage on oats each 30 days or part thereof. $\frac{1}{2}$ cent per bushel for cleaning and 1 cent per bushel for clipping. $1\frac{1}{2}$ to $2\frac{1}{2}$ cents per bushel for drying. 3 cents per bushel for shelling corn, no storage charged first 30 days. $\frac{1}{2}$ cent per bushel for sacking oats in owner's sacks. Shrinkage 4 pounds to the thousand pounds on sound, clean grain. Damp and dirty grain shrank according to condition. Receipts issued on weights and classification at elevator. No charges for unloading grain either in sacks or bulk. 1 cent per bushel for clipping or cleaning cars in transit.

The engraving shows also the large elevator, No. 5 of the Empire Mills, operated by E. O. Stanard, ex-Governor of Missouri, as the E. O. Stanard Milling Co. The storage capacity of this house is 100,000 bushels.

J. W. Chambers, Omaha, Neb.: Please stop the advertisement for the sale of my elevator. I have leased it and still continue to get a great many inquiries in response to the advertisement. Some of them want to buy it whether or no. I could have sold it several times since I leased it; and must say your paper is a good medium for advertising elevators.

Among these was the disturbances frequent among competitors, a trouble secondary only to the scalper in profit destroying. There were many who thought that competition meant the extermination of their competitor; that their business qualifications were measured by the amount of hell they could stir up at their point; that the farmers should dictate the prices to be paid and the manner in which the business should be conducted. In other words, that the amount of stuff to be handled was the object for which they were striving and not the amount of profit that could be made out of it. In order to combat this influence, it has been necessary for you to teach these dealers the practicability and advisability of letting the other fellow live; that if any consideration was expected from him, that some must be shown him; that in order to have a good healthy condition of trade, that the business must be purged of the prejudice and narrowness that had formerly characterized it; in fact, it was necessary for many to learn the lesson that healthy competition was to be desired and not trampled down; that a successful, pleasant and harmonious business could not be conducted along selfish lines.

Your Association has undertaken this duty. In addition to this, it has regulated to a certain extent, and to the extent that might almost be considered perfection as compared to its condition of a few years ago—the shortage question. This question ranked next in importance with the two I have already spoken of. It was one that stood, as a menace against any profit the dealer had been successful in gaining upon the car but of which he was not sure until he had received final returns.

These are but a few of the many accomplishments of your organization thus far. There are many more of minor importance. I speak of these three because they stand out prominently. I mention these for the benefit of any of the doubting brethren present who are prone to wonder and especially at times when they are in receipt of due notices, what the Association has paid them in return for the money invested. Let me say to you now, that had nothing else been accomplished, no further effort made than to keep your organization intact, every man who is a member of it and those who are not members as well has gained ten times, yes, one-hundred times value received for every penny he has invested in Association work. The moral influence that your Association has had with outside institutions alone has paid you a handsome dividend. It is true, the dividends have not been declared from out your Secretary's office, but have been paid you in the shape of greater profits

on your purchases, less disturbances, greater peace of mind, and a freedom from many of the cares that formerly made the grain business almost a slavish occupation.

The work you have in hand has proved itself a worthy one to all liberal minded with whom you have come in contact. Having passed the experimental stage and now becoming a fixture, it is necessary that you clothe your future operations in good, broad, healthy and liberal garments. To cramp them would mean to stunt your growth, to indulge in arbitrary, unjust actions would not detract from that worthiness which you have thus far proved. Intense interest in our own affairs sometimes blinds us to the rights of others, and while this is human nature, it is necessary at times for us to curb that naturally selfish disposition and show some regard for the other fellow's right and privileges, in other words, put ourselves in his place and see as he would see. Our deliberations and actions must be free of any prejudice or partiality; we must not expect all and give nothing.

Do not push work into the hands of your Secretary or Board of Officers that you would be ashamed to undertake yourself. Do not feel that because you are not obliged to face the music that there need be no limit to what you should expect or ask, in a word, it is necessary for you to be conservative.

The success of your organization depends upon the amount of good-will, sympathy and co-operation you receive from those with whom you come in direct contact; principally among these is the receivers and Railroad Companies. These must be looked upon as your friends and not your enemies. It is true, a difference will arise that you do not think just and proper but did they not often arise between you and the farmer in which you held yourself blameless?

The success you have had in so effectually controlling the scalper, has been with the assistance of the reputable receivers. Every market has a stunted, narrow and dyspeptic parasite hanging to it from which it cannot free itself yet is as distasteful to that market as it is to those whose business the scum of stagnation attempts to demoralize. It is fortunate indeed for the country dealer that this element is not more than 1 per cent of the receivers that we are obliged to do business with. The other 99 per cent has given you and ourselves their hearty sympathy and co-operation and are entitled to ours in return. A little evidence of appreciation, however slight it may be, is always valued and a little remembrance to those who have favored us, even though it be but a car a year, does much to convince the receiver that you realize the favors shown you and do not look upon his action as a cold blooded duty,—in fact the old adage, "You scratch my back and I'll scratch yours," is as equally applicable in matters of this kind as in any. Therefore do not because of the actions of this 1 per cent, judge all accordingly; rather look on the light reflected by the 99 per cent than the density displayed by the 1.

A friendly feeling from the Railroad Companies is another necessary article to your successful existence. In Nebraska we feel that what little success we have accomplished, much of it is due to the co-operative feeling we enjoy from the Railroad Companies.

Chicago's New System of Trading: It is not thoroughly understood by the country. Its object is to do away with long winded contracts and thus keep the elevator interests from tying up the actual grain five and six months at a time, thereby affording the bears their best excuse for raiding the markets time and again. It will bring the market more to a cash basis, allowing it to feel actual conditions more as they exist and not as a few bold speculators would desire. It limits the latter in their operations and ought to help the holders. Bucket shops will not have things so easy either. The new rule is aimed at them and should cripple their business. It's the long futures that helped them pound markets and secure their customer's margins. Nine-tenths of the bucket shop business is on the long side. If this business could be transferred to the regular channels of trade, its influence would be of infinite value. The bucket shop is surely the farmer's enemy. The bucket shops are short millions of bushels to their customers and the long winded contracts gives them a chance to play on the regular boards of trade and freeze out their patrons with a very good show of success.—Zahm's Red Letter.

THE SUPPLY TRADE

Fred Zollner, of Minneapolis, Minn., is placing a new feed mill on the market.

J. D. Edge has recently been appointed northwestern agent of the Richmond City Mill Works.

The C. M. Seckner Engineering Co., Chicago, has moved its offices from 901 to 527-529 Unity building, 79 Dearborn street.

The Foos Gas Engine Co., of Springfield, O., has issued a folder calling the attention of the trade to the Foos Engine.

L. E. Barbeau, of The S. Howes Co., Silver Creek, N. Y., was a Chicago visitor the first of the month. He reports business very lively and that their foreign sales are constantly increasing.

H. L. Day, of Day Dust Collector fame, has another good thing for elevator men, in the Bryant Automatic Oil Filter. Mr. Day is sending out a neat circular describing this economical device.

The Paine-Ellis Grain Drier Co., of Milwaukee, Wis., has a collection of recent testimonials from elevator proprietors who have installed the Paine-Ellis Grain Drier. Users find the Driers fully up to their expectations.

C. W. Dooley & Co., of Bloomington, Ill., have been appointed general sales agents for the Ideal Car Loader. The firm has had considerable experience in the sale of machinery, and expects good results in handling this meritorious device.

The Weller Mfg. Co., of Chicago, has issued Special Price List No. 15, of the Weller improved friction clutches, manila rope transmission and cast iron pulleys. The line is so complete that builders of grain elevators can easily find what they want. The Weller Improved Friction Clutch is meeting with great success.

The grain elevator, machinery and supply business of the E. H. Pease Mfg. Co. has been bot by the Marseilles Mfg. Co., of Marseilles, Ill., and is being moved to Marseilles. Mr. C. M. Adams, the secretary and treasurer of the Marseilles company, and formerly secretary and treasurer of the Pease Co., informs us that the business will be conducted on a much larger scale than heretofore.

The Link-Belt Machinery Co., of Chicago, is enjoying a very good trade in its special field. The increase in its regular line has been so great that it was deemed advisable to retire from the manufacture of electrical appliances. Accordingly the company has sold the stock, patterns and patents of its electrical mining machinery department to the Goodman Mfg. Co.

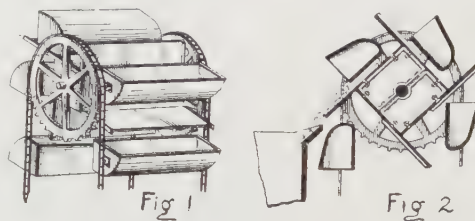
In an article on Why it Pays to be Honest, Chauncey M. Depew, United States Senator from New York, recently wrote: Many a man, as we all know, has made a fortune through judicious advertising. Take two men starting in business at the same time. One uses all the money he makes in living well—even extravagantly. The other invests all the surplus cash that he can lay his hands on in advertising here, there, and everywhere that he thinks will attract public notice. What is the result? The man who advertises has crowds flocking to his shop to see the beauties of the advertised goods, and as the public begin to run so they will continue from sheer force of

habit. The first shopkeeper will in the meantime be sitting, unthought of and uncared for, aghast at the crowds which daily throng the counters of his competitor and bitterly bewailing the bad luck which has followed his own venture into trade. Yet he has no one to blame for it but himself.

The manufacturers of power corn shellers held a meeting in Chicago May 23, for the discussion of the various features of the sheller trade such as credits, security, forms of mortgages and kindred topics. H. B. McKahin, of the Marseilles Mfg. Co., Marseilles, Ill., acted as chairman. Among those in attendance were A. R. Montgomery, secretary Union Iron Works, Decatur, Ill.; C. H. Adams, Racine, Wis., secretary and treasurer of the Marseilles Mfg. Co.; G. C. Rickley, secretary and treasurer King & Hamilton, Ottawa, Ill.; and J. Q. Adams, president Marseilles Mfg. Co., Marseilles, Ill.

AN IMPROVED ELEVATOR HEAD.

George C. Getchell of Cambria, Wyo., has invented an attachment for the head pulley of a stand of elevators whereby the discharge of material into the down leg is prevented or reduced. It is applicable to elevators having buckets suspended at ends. With some styles of elevators the irregularity of discharge becomes a great annoyance. The engravings, for which we are indebted to the Operative Miller, show a perspective and a sectional



view of the device in operation. Between the two sprockets are mounted four plates at right angles to one another. Each plate has a sufficient projection to form an apron for the emptying of each bucket as it reaches the point of discharge. It is necessary to space the buckets at regular intervals and far enough apart for the revolving plate to cut in between. For slow-moving elevators the attachment should prove valuable.

FACTS ABOUT CLIPPING OATS.

The best market for oat hulls is on the oats.

It is cheaper to burn coal than to burn oats.

Export oats must test 38 lbs. per bushel, no more, no less and be free from clipper dust.

It is a delusion to think that the more you shrink the oats the better work you are doing. Breaking and hulling the best of the oats and blowing the hulls and kernels into the furnace does not add to the value of the oats.

When a scouring machine requires excessive power to drive it, that power is spent in doing violence to the oats.

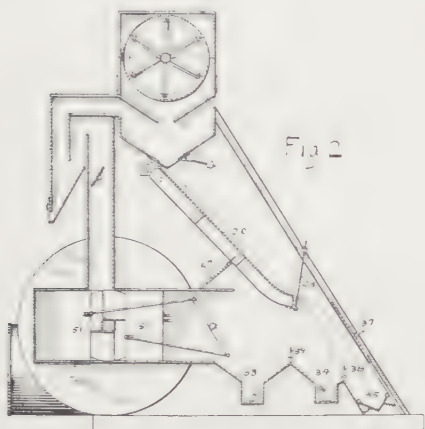
The best market for Pin oats (oats without any kernel) is in the oats in which they are grown. If you take them out and mix them with low grade oats they can be easily detected for they will not match the low grade oats in color. Philo F. Chase.

A NEW GRAIN CLEANER.

Any old fanning mill will clean grain if you give it time and plenty of power. Many have been placed on the market, but few remain because most of them do not do the work required in up-to-date elevators. What is wanted of a cleaner these days is a machine that will do the work thoroly and rapidly.

S. H. Tromonhauser has invented a grain cleaner which is illustrated herewith, one being a sectional end elevation and the other a sectional side elevation. Extending across the top of the frame is a revolving screen into which the grain is fed from a hopper. This screen is designed to remove all the coarser material. Below the screen are two hoppers, the opening or slot of the lower hopper is closed by a hinged valve, which is held shut by a weight arranged upon an arm extending from the valve.

This permits of a regular flow of grain onto the inclined plate which is located below this hopper and fastened to it by



a hinge at its upper end. This inclined plate is held in position by a rod at its lower end, which is so arranged that the angle of the plate may be varied. Beneath this plate are arranged two conveyors and a spout.

The fan is located at the lower and rear part of the machine, and is connected with the various air trunks. There is an opening in the front casing opposite the lower portion of the inclined plate. The current of air acts on the grain as it leaves the inclined plate and the lighter material is removed thru the fan to the dust chamber.

For India's famine sufferers the Christian Herald has secured a full cargo of 200,000 bushels of corn for the steamship Quito.

During the ten months ending May 1 we exported 46,975,000 pounds of cotton seed and 2,732,000 bushels of flaxseed, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 30,253,000 pounds of cotton seed and 2,830,000 bushels of flaxseed during the corresponding period of 1898-9.

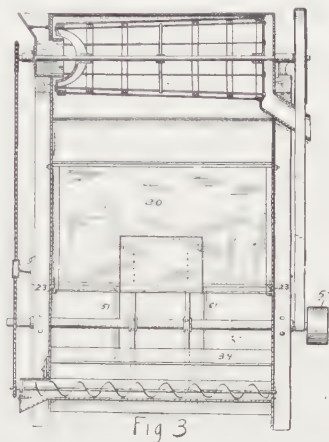
The Department of Agriculture has enlarged the scope of the Crop Reporter, and this monthly news publication will hereafter be sent regularly to others than correspondents. The confidential communications will be omitted, and the number of pages increased to eight, each issue to contain valuable information compiled by the experts of the Division of Statistics.

WAREHOUSE RECEIPTS DECLARED IRREGULAR.

At a special meeting of the directors of the Chicago Board of Trade, May 25, the Wabash Elevator, operated by the Chicago Elevator Co., was declared irregular. This action was taken immediately upon information from the state grain department that the company had receipts outstanding for grain that was not in the elevator.

The Chicago Elevator Co. is composed of eastern capitalists who have for several years left the entire management to Lloyd J. Smith. During the Leiter deal the company was squeezed, losing a large sum, and the expenses since have been heavy, while the profits have been small. As James A. Patten says, without taking risks in speculation none of the elevators in Chicago can make a dollar.

To make both ends meet the company is said to have resorted to the expedient of shipping out grain without canceling



the warehouse certificates. This was continued until the shortage ran up to 1,100,000 bushels. During Mr. Smith's illness the state board of railroad and warehouse commissioners discovered that the company was behind in cancellation. Commissioner Rannells conferred with the New York stockholders and arranged with them for a settlement of their indebtedness to the bankers, A. O. Slaughter & Co., who had advanced several hundred thousand dollars on the warehouse certificates. Chief clerk Twaddell of the grain registrar's office was discharged for not having reported the state of affairs.

Before the full extent of the shortage was known the directors of the company willingly advanced \$120,000 to make good the loss. However, they are not disposed to use their private means to reimburse bankers for loss caused by the illegal practices of the state grain registrar. The law distinctly states that receipts shall be canceled before the grain is shipped.

A meeting of the Chicago elevator men representing Charles Counselman & Co., George A. Seaverns, South Chicago Elevator Co., Armour Elevator Co., Calumet Elevator Co., Central Elevator Co., Peavey Grain Co., National Elevator Co., Keith & Co., Chicago Railway Terminal Elevator Co. and Nebraska City Packing Co., was held May 28, and a demand made upon the state railroad and warehouse commissioners that the requirements of the statutes governing the deliveries of grain from warehouse of class "A" be in all cases strictly enforced.

The directors of the Board of Trade resolved, May 29, that State Grain Registrar Daniel Hogan, the present incumbent, having proved himself unworthy and inefficient as state grain registrar, should be immediately removed from office.

Later the Governor appointed a committee to investigate the affairs of the state grain registrar's office.

FIGHTS IN LOCAL MARKETS.

[From a paper by C. F. Witherspoon of Denton, read at Ft. Worth meeting of Texas Association.]

"In case of a war in prices brought on by a fight between local dealers, what can our association do to prevent the war becoming general, so as to involve and injure innocent dealers at adjacent markets?"

Under the laws of our state, if we were inclined to, we could not regulate on central prices, among members of the association on dealers in the same line of business. Hence it would be folly for us to attempt to regulate competition.

We can however as an association exert a very great influence over our membership in a general way. Wars of this character are generally the result of personal differences, and by the mistaken idea of many, that their competitors are their enemies. There are a great many people who like you first-rate, until you become their rival in business, when their feelings are suddenly changed. They think you are seeking to ruin them, and are therefore guilty of an unpardonable crime.

This can all be corrected through the association, by frequent meetings becoming better acquainted, inspiring more confidence in each other, and extending to our neighbor the same courtesies we exact of him.

To go further into local troubles I think beyond the province of this body.

CLIPPINGS.

Wheat receipts at five winter and four spring grain markets, as compiled by the Cincinnati Price Current, for the 47 weeks ending with May 21, have been 207,130,000 bushels; against 248,272,000 and 219,504,000 bushels for the corresponding periods of 1898-9 and 1897-8. For the week receipts were 2,195,000 bushels against 2,393,000 bushels for the previous week, and 1,996,000 bushels one year ago.

The American Army Officer in Action is the subject of a paper which Senator Albert J. Beveridge contributes to a forthcoming number of the Saturday Evening Post. During his visit to the Archipelago, Mr. Beveridge was the guest and comrade of Generals Lawton and King, and he tells some stirring stories of the undaunted courage of the tried Indian fighter and the nonchalant coolness of the army novelist.

E. W. Burdick: Now the question is, will the home consumption and the demand for export be as great in the last half of the year as in the first half? If so, there can be no corn left in this country six months hence, providing government estimates are approximately correct. The next question is, how much of the 773 million bushels said to be in farmers' hands March 1 will be retained by them until they can know for sure what the next crop will be?

Vacant lots in and near cities are turned to good account by the plan advocated by Alderman Higley of Mason City, Ia., who has announced that he will permit the cultivation of a plot of ground in the heart of the city free of cost by those who are without other means of support. The crop recommended is the sugar beet, the principal item of its cost of production being labor. A Minneapolis factory has agreed to pay \$3.50 per ton for the beets. Secretary Wilson has declared that no crop raised by Iowa farmers would pay so well as beets.

GRAIN TRADE NEWS.

CANADA.

At Meaford, Ont., the Botsford-Jenks Co. is building an elevator.

Fire at Oakville, Man., recently destroyed the elevator of W. W. McMillan. One of the elevators of Bready, Love & Tryon, at Boharm, Man., collapsed recently, throwing 9,000 bushels of wheat on the ground.

Agents of the Canadian Pacific Railway in Manitoba reported May 28 that the growing wheat was looking well but needed rain.

The Montreal Warehousing Co. is loading many steamers with grain since the Montreal Elevating Co. increased its rate. The charge of the former is $\frac{1}{4}$ cent, of the latter $\frac{1}{2}$ cent per bushel.

Stocks of wheat at Fort William, Port Arthur, Keewatin, Winnipeg and interior points, May 26, were estimated approximately at 7,250,000 bushels, compared with 8,700,000 bushels a year ago, and 2,181,000 bushels two years ago.

The Dominion elevator bill has been amended to provide that where it is desired to build an elevator at a station already possessing one, the builder shall be required to pay for the land and the side track.

The new elevators which the Ogilvie Milling Co. will build in the northwest will be located at Poplar Point, Melbourne, Indian Head, Dominion City, McTavish, Elm Creek, Rathwell, Treherne, Carroll, Crandell and Pierson.

CHICAGO.

McPherran Bros. have engaged in the grain commission business.

James A. Patten has sold his interest in the Middle Division Elevator Co.

H. T. Gubbins, grain inspector, has made a brief visit to Boston, Mass.

The schedule of personal property filed by the Peavey Grain Co. is \$103,247.

Grain rates by lake to Lake Erie ports have advanced a small fraction to $1\frac{1}{2}$ cents on corn.

W. L. Gregson & Co. have engaged in the grain and provision commission business. A. C. Lazerus will be active manager.

The Updike Commission Co. has been formed with \$25,000 capital by Nelson B. Updike, George W. Updike and L. A. Seymour.

J. F. Harris has established a branch office at Duluth, Minn., in charge of W. H. Hall, formerly with the Ames-Brooks Co., of that place.

Captain James S. Dunham says Chicago's grain trade is doomed unless the city does something soon to protect its interests. Our river must be deepened.

S. Stuart Ward of Belfast, Ireland, who is visiting in this country for the purpose of arranging to represent American exporters of grain, flour and hay in his city, will be in Chicago for a few weeks.

Grain cargoes have not been turning out well at Buffalo, and two Chicago shippers sent inspectors there recently to reinspect while being discharged. It is said none of the poor stuff was from Chicago.

McReynolds & Co.'s new elevator A on the Calumet River loaded its first vessel

June 5th. This was the steamer Robert Mills, which took on 95,000 bushels of corn in three hours; very quick time for a new house.

Low water in the Illinois & Michigan Canal recently caused the stranding of the steamer Joliet with the barge Alton carrying 12,500 bushels of corn and oats. Four others, grain laden, are delayed at Willow Springs.

Murry Nelson says: Since 1892 no new elevators, except to take the place of those destroyed by fire, have been built on the Chicago River, while 12 have been erected at South Chicago and a number at Milwaukee by Chicago shippers.

The plans of the sanitary district trustees for the widening of the Chicago River require the condemnation of land upon which stand the Chicago & Alton railroad elevator, Chicago Terminal Elevator, Union Elevator, and Seavern's Elevator.

John Hill, Jr., has preferred charges of bucketshop practices against McLain Bros., A. H. Ruth, H. O. Parker, James Nicol, C. A. Whyland, John M. Fiske, John Dwyer, L. L. Kellogg and S. L. Robinson. They are being tried by the directors of the Board of Trade.

A new grade of No. 2 white oats has been practically agreed upon. It will include one-third of that now grading No. 3, and increase the contract stock considerably. This will enlarge the trade in future deliveries by making it safe for the country to sell against their holdings.

P. A. Valentine says: The Armour company is using three elevators in Milwaukee in preference to those in Chicago because of conditions in the Chicago River. The grain business will go to Milwaukee, Sheboygan, Green Bay, and Manitowoc unless the river is improved at once.

Charles N. Miller: Under the present system every pit of trade is a doubtful, triangular affair, not accomplished by wheat, not attended by money, but perfunctorily performed between an uncertain buyer and a deceitful seller, operating under the gloomy and threatening shadow of the penitentiary.

By request of Governor Tanner a committee of five has been appointed to investigate the alleged illegal practices of the state grain registrar in not promptly cancelling warehouse certificates. The committee consists principally of leading bankers, with John L. Fyffe representing the Board of Trade.

Recent additions to the membership of the Chicago Board of Trade are Herbert F. Munn, New York; James Doran, St. Paul; S. Y. Hyde, La Crosse; Eugene A. Breese, San Francisco; Rudolph Froendle, Minneapolis; Lewis P. Goldsborough, Baltimore; John M. Cromenberg, Toledo; Charles E. Lewis, Minneapolis; Royston Oliver, H. Wallace Armstrong, Ernest Carley and Henry W. Hudson, Chicago.

The difficulties of navigating the Chicago River are shown by the experience of the steamer George N. Orr of the Canada Atlantic line. The boat was chartered to load 140,000 bushels of wheat, corn and oats. From Tuesday to the following Friday it was towed up and down the south branch to three elevators, pass-

ing thru 44 bridges and requiring two tugs.

ILLINOIS.

Go to the annual meeting Decatur June 12 and 13.

Scheen Bros. are building an elevator at Weston, Ill.

William Kleiss, Pesotum, Ill.: Could not get along without the Grain Dealers Journal.

W. H. Kiernan is building an elevator at Scottsburg for Warren & Co., of Peoria, Ill.

The Elliott Elevator Co., of Elliott, Ill., has increased its capital stock from \$3,000 to \$4,500.

Samuel Patterson, of Dixon, Ill., has bot the Dysart elevator and feed mill at that place.

F. M. Cutler, grain dealer of Carthage, Ill., it is said, has bot the elevator at Adrian, Ill.

Since F. H. Woods, of Hayes, Ill., quit the elevator business he has gained fifty-eight pounds.

W. F. Boyer, Meredosia, Ill., June 1: We will have a fair crop of wheat and a fine prospect for corn.

E. R. Wiswell is manager and W. H. Armstrong chief clerk of the new Beason Grain Co., of Beason, Ill.

Work has been begun on the new elevator of Rogers, Bacon & Co., at Anchor, Ill., to replace the one burned in January.

The ruins of the burned elevator of Dunaway, Ruckrigel & Co., Ottawa, Ill., are being removed to make room for the new one.

The Alton Railway is receiving a number of 36-foot grain cars from a southern car builder. The grain traffic on the Alton line is improving.

G. W. Madden, who has been buying grain at Thawville, Ill., for the Middle Division Elevator Co., will engage in the business on his own account July 1.

Glucose works consuming 10,000 bushels of corn per day are to be erected at Pekin, Ill., by local capitalists. Contracts have been let for the buildings.

All regular dealers will be welcome to attend the annual meeting of the Illinois Grain Dealers Association, which will be held at Decatur, June 12 and 13.

E. C. Sale, Champaign, Ill.: Corn acreage average; condition very good; growth good and fields are clean. Oats acreage about the same as usual; condition good, altho some are reporting rank growth.

The C. M. Seckner Engineering Co. is building a new engine room and smokestack and making some repairs for the Michigan Central Elevator at Joliet, Ill.

Willis Johnson, who shipped the first cars of wheat from Decatur to Springfield, Ill., died June 1, aged 80 years. He was born in Kentucky and went to Decatur in 1837.

C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states, and think we can make a sale to some of these.

Charles W. Ballard, Peru, Ill., June 2: Oats are looking fine, and the farmers are thru planting, some having to plant over on account of the cutworms. Corn is reported to be doing well now.

The Illinois & Rock River Railway Company has been incorporated to construct a line from Rockford to Rock Falls, with branch lines to Dixon, Oregon, Sterling, Galena, Waukegan and Chicago.

All dealers attending the annual meeting of the Illinois Grain Dealers Association residing on the T. H. & P. Division of the Vandalia, the I. D. & W. and the P. D. & E. R. R. will receive a rate of one fare for the round trip to Decatur and return.

B. F. Traxler informs us that William Kleiss has purchased the half interest of J. N. Black in the elevator and grain business of Condon & Black at Pesotum, Ill. The consideration was \$4,250. The new firm will be Condon & Kleiss. Mr. Black will locate elsewhere.

A. E. Ward, of Sale & Ward, grain dealers at Champaign, Ill., died of acute consumption May 29. He was born in Indiana, and spent his boyhood in Champaign county. Several years ago he engaged in the grain business at Dewey, but sold out in August, 1898, to form a partnership with Mr. Sale.

John McDonald, of Joliet, Ill., died June 2. He was born in Ireland Dec. 11, 1823, tho his ancestors were Scotch. At the age of 18 he came to the United States, and in 1854 to Joliet, Ill., where he bot grain for a Michigan firm. In 1876 he engaged in the business on his own account, subsequently erecting two elevators.

F. J. Zimmerman, Harvel, Ill., June 1: Winter wheat badly infested with Hessian fly, and much as has been plowed up and planted in corn, some made a serious mistake in doing so. Oats are looking fine and a large acreage is out. Corn prospects were never better for a large crop; the ground is in fine condition and the stand generally good.

A. Knapp, of Minooka, was in Chicago last week and reported the corn acreage about average; oats larger than last year; condition good. Mr. Knapp is putting a 40-h. p. Walrath Gasoline Engine to operate his 175,000 bushel elevator. On June 26 Mr. Knapp in company with his nephew, P. G. Griswold, will sail for Europe. After their return Mr. Griswold will embark in the grain business.

Rendon G. Clegg and William Clegg, of Rice, Kan., will take possession July 1 of the elevator which they recently purchased of the John Walters Co., at Parnell, Ill., for \$5,000. The elevator is in Dewitt Co., on the Springfield and Gilman branch of the Illinois Central, and was built a little over two years ago. J. W. Nichols, of the John Walters Co., has sold his interest in the firm to his partner, O. W. Walters.

E. C. Sale of Sale & Ward of Champaign, Ill., was in Chicago this week and informed us that the death of his partner, A. E. Ward on May 29, was due to a complication of typhoid fever and consumption. Mr. Ward was 36 years old and had been engaged in the grain business for twelve years. Until two years ago he was located at Dewey. He leaves a wife and one child. The business of the firm will be closed, and continued by Mr. Sale.

Peoria's receipts for May, reported by Secretary R. C. Grier, were wheat, 27,300 bushels; corn, 718,000; oats, 960,000; rye, 19,000; barley, 95,000, and hay 4,200 tons; compared with wheat, 33,750 bushels; corn, 909,000; oats, 1,120,000; rye, 8,000; barley, 93,750, and hay, 1,800 tons, for May, 1899. The shipments were wheat, 14,900; corn, 267,100; oats, 916,800; rye, 1,200; barley, 48,700; and hay 210 tons; against wheat, 3,250; corn, 378,000; oats, 920,000; rye, 1,800; barley 34,500 bushels, and hay, 100 tons, for May, 1899.

The Illinois section of the Department of Agriculture reports for the week end-

ing June 5 that work in the fields has been greatly delayed by the heavy rains, and those crops requiring cultivation are generally in a bad condition of weediness. The reports of the condition of hay indicate that the average crop throughout the state will be fair. While the majority of correspondents report the conditions good and a few report it fine, a great many say the crop is short and thin. In many places it has been winter killed, and in others injured by the dry weather. The growth of oats has been rapid during the last week. In many places the growth is rank and the stalk has a tendency to lodge. In some localities the plant is beginning to head up.

INDIANA.

Ed Lee has improved his grain elevator at Mellott, Ind.

A. Gardner has completed his elevator at Cottage Grove, Ind.

Rogers & Jordan, grain dealers at Pendleton, Ind., failed June 2. Liabilities, \$2,000; assets, \$500.

E. W. Finch, of Veedersburg, Ind., informs us that he contemplates building a 15,000-bushel elevator at Stone Bluff, Ind.

Lightning struck the elevator and mill of Martin & Co., at New Castle, Ind., May 26, causing a bad fire. Loss, \$6,000, insured.

J. A. Everitt, Indianapolis, Ind., June 4: The wheat crop is a failure. Prospect fine for other crops. Abundance of rain.

E. H. Wolcott of Wolcott, Ind., was in Chicago last week, with his wife and child, on the way to Denver, Colo., for a short vacation.

Boner & DeBolt, of Wolcott, Ind., have improved the convenience of their elevator arrangements by the building of a new scale room.

W. W. Alder, grain dealer of La Fayette, Ind., and his wife, are making a three or four weeks' trip thru Iowa, Nebraska and Minnesota.

E. A. Gray's grain elevator at Argos, Ind., was burned at 2 a. m., May 24, with considerable grain. Loss, \$7,500; insurance, \$2,500. Mr. Gray expects to rebuild.

The Montezuma Mill Co. has been incorporated at Indianapolis, Ind., to operate elevators and manufacture flour. Incorporators, A. H. Nordyke and others, of Indianapolis.

Henry Silver, grain dealer at Huntington, Ind., has sailed for the Paris Exposition. During his absence his wife will look after the elevator and grain business, in which she is quite competent.

J. R. Phillips, grain dealer at Hazleton, Ind., was assaulted by three men May 19 and seriously injured. Mr. Phillips was escorting a young woman home.

Mr. Buckston, of Wingate, has purchased the grain elevator at Scircleville, Ind., of Alonzo V. Temple, and will place the business in charge of his son-in-law, Charles Appleby, of Frankfort, who was formerly in the dry goods business.

Cooper & Oddy, Indianapolis, Ind., June 2: Our wheat crop is no good. It has gone back the last month, and we do not think we will have over 6,000,000 to 7,000,000 bushels in the state. Oats are looking fine, and the only danger now is that they will get too rank and fall down.

Jacob Myers, of Francisville, Ind., is putting machinery in his new elevator. When completed he will have one of the

largest, up-to-date elevators in Northern Indiana. The structure covers a space 40x70 feet, and is 74 feet to peak. The capacity will be 70,000 bushels. Grain will be taken from three dumps by two stands of elevators, one having 12x7 in. cups and the other 16x7 in., and elevated at the rate of 7,000 bushels per hour.

Thirty members of the Eastern Indiana Grain Dealers Association were present at the meeting at New Castle, Ind., called by President D. Cammack. This meeting is the third held by the association. The objects were to perfect the organization and to do away with the loaning of sacks. Committees were appointed to effect a reorganization under the rules and regulations of the Grain Dealers National Association. Another meeting will be held in a few weeks at the call of President Cammack at Muncie, Ind. J. K. Slack of Muncie is secretary. The association will endeavor to effect a thoro organization of the dealers in the counties of Madison, Henry, Hancock, Delaware, Blackford, Jay, Wayne and Randolph.

IOWA.

Grain trade news items are always welcome.

A. M. Davidson, Sanborn, Ia., June 4: Crops here look good so far.

G. W. Hayden has completed the foundation for his new elevator at Wapello, Ia.

Schlatter & Seaward are arranging to build an elevator, 40 x 40 feet, at Bellevue, Ia.

J. E. Fevold is attempting to conduct a scoop-shovel grain business at Badger, Iowa.

T. H. Pletsch of Iowa Falls, Ia., is looking for a location to engage in the grain business.

James A. Carden has purchased a new 7-h. p. Lewis Gasoline Engine to run his elevator at Winfield, Ia.

A. W. Scott, at Keota, Ia., has bot the grain business which Mr. Penn recently purchased of Mr. Adams.

I. Erickson, of Pickering, Iowa, has leased his grain warehouse at that place to C. B. Johnson, of Dillon.

The new elevator of the Nye & Schneider Co., at Ricketts, Ia., will be equipped with the Hall Grain Distributor.

The Dyersville Milling & Grain Co., recently incorporated at Dyersville, Ia., informs us that it will not go into the grain business at present.

James A. Carden informs us that J. W. Harden, of Hildreth, Neb., has bot the elevators at Yarmouth, Ia., of Horace R. Williams, taking possession June 1.

A grain elevator is being erected at Fraser Junction, Ia., by the Kansas City & Minneapolis Grain Co., which operates along the new line of railway from Gowrie to Story City.

O. M. Ogden, coal dealer at Fairfield, Ia., has bot the elevator of David W. Templeton on the Rock Island Railroad for \$3,000. Mr. Templeton acquired Mr. Ogden's residence and coal business.

Fire at Glidden, Ia., May 22, destroyed the grain elevator and lumber yard of A. Moorehouse. The flames were discovered in the cupola and spread rapidly thru the elevator and yards. Loss, \$8,000; insured.

Iowa state crop report, June 4: Nearly all reports show very satisfactory progress in cultivating corn, and the general condition of the crop is apparently above the average of the past ten years. Oats show a tendency to become too rank in all sec-

tions where the moisture has been excessive. Other small grain crops are promising. Pastures are generally excellent.

M. G. Heald, Logan, Ia., was in Chicago last week and reported crop prospects never better. Corn acreage average, condition good, perfect stand. Oats and wheat acreage 30 per cent of the entire area planted; condition excellent.

The elevator at Blenco, Ia., owned by the Kinsella Grain Co., of Colon, Neb., was burned on the morning of May 23, together with 2,000 bushels of corn and three box cars. A very large pile of cobs continued to burn for several days. Insurance, \$2,000.

Jacob Pohl, of Hampton, Ia., has purchased the elevator of A. R. Weaver, at Chapin, Ia. Clyde Davison will have charge for the new owner. Mr. Weaver, who has been engaged in the grain business for many years, has not fully decided what he will do.

Hunick Bros., of Ottosen, Ia., who advertised their elevator in the Journal, have sold the business, and the firm will retire from the trade at that point. The firm is looking for a suitable location elsewhere. The new owners have formed the Ottosen Grain & Lumber Co.

The Nye & Schneider Co., of Fremont, Neb., is about to build 15 elevators on the new line of the I., M. & N. W. Railroad. Work was begun, May 25, on the elevator at Clutier, Ia., by Chief Engineer Herman Smith and Foreman E. E. Hanks, with a force of 12 laborers.

President John Ellickson has issued invitations for the annual outing of the Northern Iowa Grain Dealers' Association, June 21 and 22, at Clear Lake, Ia. F. S. Livermore is secretary. A reception committee will meet all guests and convey them by steamer to the camp ground.

KANSAS.

H. F. Probst is building a 12,000-bushel elevator at Bluff City, Kan.

The small plant louse which is reported in the Kansas wheat fields is not causing any alarm.

How much wheat will Kansas have this year? Estimates of over 500,000,000 bushels will not be published.

Frazier & Thomas of Athol, Kan., inform us that Henry Westerman is building an elevator on the C., R. I. & P. R. R. at Kensington, Kan.

C. E. Chandley, Wamego, Kan., informs us that the small elevator of M. Herpolsheimer at that place was gutted by fire on the night of May 31.

A. R. Clark, who is the successor of Barlow & Clark at Coats, Kan., writes: I have been thinking of building a small elevator here; but have not fully decided as to size and plans.

Carl A. Wood has been appointed assistant state grain inspector at Winfield, Kan. Chief Inspector McKenzie is reorganizing his forces to give prompt service during the rush of wheat.

M. J. Travis, of Atchison, has recently contracted with R. A. Sykes & Son, New Murdock, Kan., for a 10,000-bushel elevator, with W. T. Daniels, Scottsville, Kan., for a 10,000-bushel elevator, and with A. R. Dodge & Co., Langdon, Kan., for a 5,000-bushel elevator.

During the month of May the H. J. Light Elevator Co., of Abilene, Kan., contracted for the entire crop of wheat of several farmers at 50 cents per bushel. If the company has the contract in writing it may get the wheat, but the farmers will have much less than if the market had gone down.

Secretary Coburn of the state board of agriculture says: The crop this year will be the heaviest ever known. In 1892 Kansas had 3,800,000 acres of wheat and raised 70,000,000 bushels, an average of eighteen bushels to the acre. This year the winter wheat acreage is 4,685,819, as estimated by the growers, and the average yield will be larger than that of 1892. The crop in general was never in better condition.

State Grain Inspector McKenzie says: The largest crop the state ever raised was 82,000,000 bushels. I believe that we will raise 85,000,000 bushels this year. I have been all over the wheat belt recently and the prospects could not be finer. The millers all expect it to be the banner crop. Harvest will begin in the southern part of the state within the next ten days, and there is much activity displayed by the farmers in securing help. No man needs to be out of work in Kansas this summer. The chances are that outside help will have to be secured during harvest time.

MICHIGAN.

All reports indicate an increased bean acreage for Michigan this year.

With some Michigan elevator men it will be beans or nothing this year.

Greene & Pettibone, of Corunna, Mich., also operate an elevator at Kirby.

Michigan grain dealers have never had an association, but they give promise of changing.

McLaughlin, Ward & Co., Jackson, Mich.: The bean acreage will be larger than any year since 1896.

Richmond Elevator Co., Lenox, Mich., June 4: Crops look fine in this section, with the exception of wheat, which is nearly a failure.

McLaughlin, Ward & Co. will put a new cleaner in their elevator at Jackson, Mich., for removing pods, sticks, stones and other foreign matter from beans.

Charles S. Sprague, who started in the grain and hay business at St. Johns, Mich., last summer, and operates an elevator at that place has already established a good business.

J. M. Burtch & Co. have sold their 15,000-bushel elevator at Grand Ledge, Mich., to John Walsh, of that city, for \$3,000. Mr. Burtch will continue in the feed business and ship, seeds, hay and straw.

The 10,000-bushel elevator of John Hicks at St. Johns, Mich., has 1 Eureka Separator, 1 cleaner, a 14-foot, 6-ton wagon scale, a 60-bushel receiving hopper scale and a 500-bushel hopper shipping scale.

Charles E. Eaton, of Mason, Mich., formerly engaged in the grain business, but more recently in the wool trade, died May 21, aged 64 years. He was born at Scottsville, N. Y., and went to California in the 50's.

L. G. McKnight & Co., St. Johns, Mich.: Wheat prospects very poor. Bean acreage will be increased at least 15 per cent. Corn and oats acreage will be larger than usual. We expect to give more attention to beans the coming season.

The Michigan section of the Department of Agriculture reports for the week ending June 5 that general and ample rainfall has greatly improved meadows, pastures, rye and oats; hay prospects good; corn germinating finely and making good stand; Hessian fly hatching and doing great damage to wheat.

W. H. Grenell, wholesale seed grower, of Saginaw, Mich., who makes a specialty of beans, is building a brick addition 55

x 120 three stories. He will put in a 10-h. p. power plant, using gasoline or electricity, a separator and add 50 bean pickers, which will double the number operated.

The Stockbridge Elevator Co., of Jackson, Mich., of which F. G. Marshall is secretary and superintendent and C. E. Noyes is treasurer, has recently bot C. E. Burns' elevator at Whitmore Lake, Mich. This company has no elevator at Jackson, but operates the Isbell elevator at Stockbridge and has an elevator at Anderson, Mich.

J. S. Osgood, who has been engaged in the grain business at St. Johns, Mich., for a quarter century, reports that the bean acreage will be materially increased this year. Last year Mr. Osgood handled 30,000 bushels of beans. His bean elevator is equipped with 18 bean pickers, 1 bean cleaner and 1 seed cleaner. An 8-h. p. steam plant supplies the power.

The Michigan crop report, issued by Justus S. Stearns, secretary of state, reports that the total number of bushels of wheat marketed in the nine months ending with April have been 6,075,706; against 14,100,000 during the corresponding period of 1898-9. The total amount shipped from elevators and mills by railroad from the various stations during March is 239,633 bushels.

M. B. Dewey, Jackson, Mich.: I made trip of 40 miles south and east of Jackson this week. Wheat is very poor, will not average over 5 bushels to the acre. Ordinarily this is a good wheat district. Much of the wheat has so much rye in it that it will not be fit for anything except feed. Many fields have been plowed up and planted to beans. Oats acreage average, condition good.

John Brooks, of John Brooks & Son, Owosso, Mich., who has been in business at the same place for 32 years, reports the oats acreage larger than ever, condition good. Wheat acreage reduced, condition poor. Bean acreage will be increased. The Brooks 6,000-bushel elevator contains an Eureka Cleaner, a feed mill and a gas engine, which uses city gas at an average monthly expense of \$25.

E. C. Astley & Son have a 13,000-bushel elevator and a 7,000-bushel bean warehouse at Grand Ledge, Mich. They make a specialty of beans. Last year they shipped 30,000 bushels of beans, 50,000 of wheat and oats, 1,000 tons of hay and some seed. An 18 h. p. gasoline engine runs the elevating and cleaning machinery and an electric dynamo, which supplies light for office and elevator and bean warehouse. They store considerable wheat for farmers at 1/2 cent a bushel per month.

MINNESOTA.

The Thayer Elevator Co., it is said, will erect a large elevator at Duluth, Minn.

The elevator at Luce, Minn., was burned May 26, with 3,000 bushels of wheat.

One of the elevators at Vernon Centre, Minn., has been bot by the American Grain Co.

A. H. Poehler, of the H. Poehler Co., Minneapolis, Minn., will erect a residence costing \$15,000.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A. W. Magandy, of Tyler, Minn., is arranging to build elevators at Russell and Arcola, Minn.

Merchants of Brandon, Minn., are

about to erect a warehouse and engage in the grain business.

Mr. Fletcher has bot the interest of his partner in the grain and coal business of Bowne & Fletcher, at Pipestone, Minn.

Nicol & Taylor, of Minneapolis, are about to begin the construction of concrete and iron grain storage tanks for the Great Eastern Elevator Co., at that city.

Taylor Bros., of Lake Benton, Minn., have contracts to erect elevators this summer all along the Northwestern. They are now at work on an elevator at Revere.

Barteau & Thompson's elevator at Zumbrota, Minn., was burned May 21, with \$5,000 bushels of grain. Loss, \$6,000; insured. The elevator will be rebuilt as soon as possible.

S. H. Grannis has bot the grain and coal business of J. G. Koller, at Mankato, Minn. Mr. Grannis on Aug. 1 will take possession of the business, which includes a 10,000-bushel elevator.

Grain receipts at Duluth and Superior during May aggregated 3,626,000 bushels, compared with 3,406,000 in May, 1899. Shipments were 10,405,000 bushels, against 12,208,000 a year ago.

A. M. Davidson, of Sanborn, Ia., has purchased the house of the Farmers Elevator Co., at Wells, Minn., which was advertised for sale in the Journal by Chas. Siebert. Mr. Davidson has paid a portion of the purchase price to close the deal, and will take possession Aug. 1, when he will remove his family to the new location.

Honstain Bros. have received the contracts to build eight elevators on the new line of the Northwestern Railway between Tyler and Hendricks, Minn. Each house will have 20,000 bushels capacity. Two will be operated by Jennison Bros., of Janesville, two by the Springfield Roller Mill Co. and four by the Sleepy Eye Milling Co.

Andrew Thompson, grain dealer at Atwater, with an elevator at Litchfield, Minn., in charge of J. P. Jenson, agent, has failed. Mr. Thompson and his former partner, it is alleged, did not run the elevators on business principles. Thompson has disappeared. The considerable quantity of grain on hand is being shipped out on the claims of farmers who hold storage tickets.

Robbins & Warner, of Minneapolis, Minn., have bot suit against Elhanan M. Walbridge to recover property valued at \$29,500. Plaintiffs seek to replevin many thousand bushels of grain stored in elevators in Dakota, Rice, Yellow Medicine, Redwood and Goodhue Counties. Considerable litigation is expected, as it is difficult to separate the identical wheat, rye and barley belonging to plaintiff. Mr. Walbridge, who was engaged in the grain business, failed recently. The Triumph Grain Co., of Northfield, composed of A. M. Palon and E. M. Walbridge, has been dissolved. Mr. Walbridge was interested in the mill elevator at Dundas which recently was totally destroyed by fire. Several creditors of Mr. Walbridge threaten to bring criminal proceedings against him, alleging that fraudulent means were practiced in the conduct of his business at Farmington, Redwood Falls and other points.

MISSOURI.

Winkleman Bros. will build an elevator at Wayland, Mo.

The first new hay of the 1900 crop was received at St. Louis, Mo., May 26th.

The elevator and warehouse of the Nelson Grain Co., Kansas City, Mo., was

slightly damaged by fire May 23d. A gasoline tank caught fire.

A. E. Babcock has brought suit against the St. Louis Merchants Exchange for \$50,000 damages for denying him the privilege of becoming a member.

It is said the leasing of the Maple Leaf Elevator at Kansas City, Mo., to Rosenbaum Bros., of Chicago, indicates that the Iowa Improvement Co. will discontinue the grain business which it has been conducting in the interest of the Chicago & Great Western Railway.

The Moffatt Commission Co., of Kansas City, Mo., write: "We are not soliciting business from scalpers or any of their ilk, and we never have done so." They write that we erred in reporting them as having done so, in May 10th number of the Grain Dealers Journal, page 290.

The Missouri crop report, issued June 5th, gives the condition of wheat at 91, or 6 points lower than a month ago, but 34 points higher than on June 1 last year. The decline of 6 points during May is attributed to the Hessian fly, chinch bug and drought. The condition of corn is 94, against 90 last month and 79 a year ago. The condition of oats is 91, or 6 points lower than a month ago.

NEBRASKA.

The elevator at Ferguson, Neb., is to be rebuilt.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Belsley, Allen & Co., of Bellwood, Neb., inform us that they have sold out and quit the grain business.

Mont Robb, Murray, Neb., June 2: Wheat and oats are looking fairly well; no winter wheat to speak of. Corn is in good shape and looking well. We need a little warmer weather. Most farmers are over their corn the first time.

The Nye & Schneider Co of Fremont, Neb., has placed an order with the Hall Distributor Co., of Omaha, Neb., for fifteen 8-in. 10-duct distributors, to be installed in their new elevators on the Mason City line the present season.

C. H. Eckery, of Morse Bluff, Neb., has just finished giving his elevator a general overhauling, putting in a foundation of stone and brick at considerable expense. The plant is in good shape and Mr. Eckery is enjoying a good trade.

NEW ENGLAND.

Hooker & Co., grain dealers at Brunswick, Me., will also handle agricultural implements.

W. H. Griswold and L. P. Adams have bot the grain and coal business of Thomas W. Ransbotham at Dalton, Mass., and will operate under the name of Griswold & Adams.

The Boston Chamber of Commerce is considering a change in the rules to remove the responsibility of brokers for the awards of the arbitration committee. What will be the use of an arbitration committee after that?

Edward P. Merrill, grain broker, Portland, Me., writes: It is not thought here that wheat will go lower. Corn is believed to be good property. Mill feed is expected to drop. When the flouring mills begin grinding new wheat and mill feed drags in price we shall see large sales of mill feed. The present uncertainty about railroad freight rates is a menace to every merchant engaged in any form of business.

NEW JERSEY.

The Great Eastern Elevator Co. has been incorporated at Jersey City, N. J. Capital stock, \$500,000; incorporators, C. E. Hargrove, H. E. Mattison, W. H. Wilson of Jersey City, N. J.

NEW YORK.

A large linseed oil mill is to be built, it is said, at New York, by Spencer Kellogg of Buffalo.

The International Elevating Co., of New York, has declared a quarterly dividend of 2 per cent. Not much grain is going via New York either.

The new commission rule adopted by the New York Produce Exchange provides for a charge of one-eighth cent per bushel for purchase and sale of all kinds of grain in 5,000-bushel lots. To members of other regular exchanges the charge will be one-sixteenth cent.

NORTHWEST.

An elevator of 20,000 bushels capacity is to be built at Towner, N. D.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Mrs. Thomas Erickson, of West Vernon, S. D., will build an elevator. John Erickson has the contract.

The North Dakota Mill & Grain Co., of Courtenay, N. D., has selected a site for its 25,000-bushel elevator.

The new elevator of the Imperial Elevator Co., at Edinburgh, N. D., is being equipped with Hall Distributors.

T. H. Hatchard, of the Crown Elevator Co., of Minneapolis, Minn., was at Webster, S. D., recently to look up a site for a new elevator.

The elevator at Twin Lake, S. D., operated by S. Strong & Co., of Minneapolis, Minn., was burned May 29, with 4,000 bushels of grain. Insured.

John Bannon, who has erected a linseed oil mill at Grand Forks, N. D., has bot the McCormick flour mill and will convert it into a flax fiber factory.

It is said the insurance companies who suffered in the \$100,000 grain elevator fire at Webster, S. D., will bring suit against the Standard Oil Co., from whose tanks the flames spread.

The Imperial Elevator Co., of Minneapolis, Minn., which hitherto has handled grain exclusively, has bot the flour mills at Larimore, N. D. The company will acquire other mills and engage extensively in flour manufacture.

The North Dakota branch of the Weather Bureau, in its report of June 5, says: Light to heavy showers have partially revived grain previously damaged by drouth; wheat improving slowly, some being plowed up and re-sown to flax, seeding of which has been delayed by the drouth; corn, oats, rye and barley growing rapidly.

The report of the South Dakota branch of the Weather Bureau for the week ending June 5 states that good rains broke drouth in many counties, but many fields of spring wheat, oats, barley and rye in scattered localities are somewhat injured, need rain, and are weedy; potatoes and gardens injured by frost locally northeast; hay prospects improved, but only short crop anticipated; early corn growing well, but cut worms numerous.

OHIO.

William H. Cooper, who was one of the leading grain dealers at Toledo, O., a quarter of a century ago, died at New

York City, May 24. For many years he was connected with the firm of Milmine, Bodman & Co.

The Ohio state crop report makes the condition of wheat in that state only 29 per cent.

It is said the Baltimore & Ohio South-western Railroad will build an elevator at Cincinnati, O.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Breden & Fox have been awarded the contract to build an elevator at Bryan, O., for Chrisman Bros.

E. J. Thierwechter, of Oak Harbor, O., has contracted for the construction of a 25,000-bushel elevator on the site of the one destroyed by fire.

F. N. Quale of Toledo, O., will build a new warehouse on piles at the river bank, to be used in connection with his present warehouse. Clover seed will be handled at the new warehouse, and a corn and cob crusher installed.

Southworth & Co., grain receivers of Toledo, O., will build an up-to-date elevator at Bellmore, O., at once. At present Southworth & Co. have 100,000 bushels of crib capacity at that point, which is in the best corn district of Ohio.

Grover Hill, O., will be well provided with grain elevators if the plans of different parties are carried thru. Mr. Ellis, of Columbus Grove, proposes to build one, and Will Reese intends to build another, to be operated by U. S. Reese and John Powell.

You can advance your business interests more by going to Put-in-Bay this week than by staying at home. Free transportation for regular grain dealers on special train leaving Columbus over C. S. & H. R. R. June 11th at 11:45 a. m. Special hotel rates.

J. W. Simmons, formerly of Botkins, O., has purchased the grain business of M. D. Burke & Co., at Pemberton, O., taking possession of the elevator May 29. The new proprietor will ship all kinds of grain and seeds, and handle feed, salt and coal. Mr. Burke will continue the agricultural implement business.

Schaeffer & Boroff have succeeded H. F. Schaeffer, track buyer at Dayton, O. The members of the new firm are George S. Schaeffer and Henry D. Boroff, both of whom had years of experience. With ample capital and a reputation for fair dealing the new firm will no doubt meet with success in buying from country shippers.

Smith Bros.' elevator at Palestine, O., has been taken charge of by Tingley Bros., of Columbus, and not by Tingley & Wagner, as stated in the last Journal. The latter were succeeded by the former Oct. 1. Tingley Bros. have bot and now operate the elevator and warehouse at Palestine, now known as the Era Warehouse and Elevator, under the name of Tingley Bros. & Cummins.

PROGRAM OHIO MEETING.

The Ohio dealers will make a departure this year and have more business at their annual meeting than ever before.

Secretary McCord informs us that the following papers will be read at the twenty-first annual meeting of the Ohio Grain Dealers' Association, at the Beebe House, Put-in-Bay, Ohio, June 11th, 12th, 13th and 14th:

The Distribution of Cars and Rates of Freight, E. R. Woodrow, Columbus, Ohio.

The Relation of the Country Grain Dealer to the Farmer, A. E. Clutter, Lima, Ohio.

The Relation of the Track Buyer to the Country Shipper, E. W. Seeds, Columbus, O.

The Relation of the Commission Man and Receiver to the Country Shipper, Fred Mayer, Toledo, Ohio.

The Relation of the Sea Board or Terminal Point Buyer to the Country Shipper, C. P. Blackburn, Baltimore, Md.

Our Organization, Its Purposes and Benefits, H. S. Grimes, Portsmouth, Ohio.

The Country Shipper, His Trials and Reward, E. M. Fullington, Marysville, Ohio.

The Railroad and Grain Shipper, C. D. Whitney, Traffic Mgr. O. S. R. R., Springfield, Ohio.

In addition to the regular routine business, the reading and discussion of these papers will occupy a considerable portion of the time of the meeting.

The chief object of this association is to promote a spirit of harmony and confidence between the producer, shipper, track buyer, receiver, commission man and the transportation lines.

A large attendance and an interesting meeting is expected.

PACIFIC COAST.

W. M. Thompson is building a large grain warehouse at Genesee, Idaho.

Gilbert & Broughton are building a grain warehouse near Dayton, Wash.

H. S. Cooley & Co. have bot the business of the Canham Hay, Grain & Produce Co., Mercur, Utah.

Isaac Vanham, dealer in grain and feed at Mercur, Utah, recently suffered \$2,000 loss by fire. Partially insured.

H. J. Russell & Co. have completed their new grain warehouse at Tekoa, Wash. The building is 54 x 100 feet, with 2-story runways.

A sufficient number of the members of the San Francisco Produce Exchange have approved the plan to dissolve the exchange with a view to forming a larger organization.

So many orders for grain bags have been received by the state prison of Washington that only 43 per cent can be supplied. The maximum output of the jute mill, or 1,014,700 bags, has been apportioned pro rata for delivery by Oct. 1. The price is \$5.90 per 100.

Sam Williamson, secretary of the Utah State Millers Association, says: The crop outlook could not well be better and the output and quality will be fully up to the high mark of 1898, unless something totally unlooked for happens between now and harvest time. The crop on some of the "dry farms" is needing rain, but aside from that there is nothing to prevent a great harvest. The acreage this year is but little greater than last year, but in new states like Utah the acreage is continually increasing.

State Grain Inspector George P. Wright, on his return from a recent trip thru the eastern Washington grain regions, said: "Washington promises to produce a record-breaking crop this year, as all the light lands and the uncertain producing districts are now fully abreast with the best lands of the state in this year's crop. Whatever failures may occur will be on the highly cultivated lands of the foothills districts and will result from too vigorous a growth of grain. A great

deal of it will break and fall down and the rust will blight the crop."

Sibson & Kerr, of Portland, Ore., have obtained a favorable verdict from the Washington supreme court, in their suit to foreclose a mortgage on property held by the Hamilton & Rourke Co. and others. The suit was begun in Whitman county in 1898. The referee found that the plaintiffs were entitled to a foreclosure and to a judgment for about \$90,000. The defendants appealed to the superior court, which reversed the decision, holding that the indebtedness had been fully paid and that the mortgaged property should be returned. Not content with reversing the decision, Judge McDonald gave defendants a judgment against Sibson & Kerr for \$45,000. The supreme court has affirmed all of the referee's findings in favor of Sibson & Kerr, except a sum of \$2,400.

A. G. McAdie, of the California crop service, in his weekly bulletin of May 28 reported that somewhat cooler weather has prevailed in most sections during the week, slightly retarding the development of fruit and grain, but not causing any material damage. On the whole, conditions have been favorable for all crops throughout the state. The hay crop is probably above average, both in yield and quality. The yield of grain in nearly all sections north of the Tehachapi will probably be above average and the quality is reported to be excellent. Hops are looking well, but are later than usual in most places. A large acreage of corn has been planted, and conditions thus far have been very favorable.

PENNSYLVANIA.

Work on the elevator which W. J. Koch & Co., are building at Harrisburg, Pa., has been discontinued. The contractor has been directed to sell the structure and material. No reason is given.

SOUTHEAST.

Let us hear from you.

W. A. Cumming, commission dealer in grain and provisions at Baltimore, Md., is dead.

The City Grain & Feed Co., of Nashville, Tenn., recently suffered \$10,000 loss by fire. Insured.

John K. Judy has sold his farm and will engage in the grain business at Carlisle, Ky., where he is building a warehouse on the Louisville & Nashville Railroad.

Thomas Botts & Co. have succeeded Botts & Levering, dealers in grain and flour at Baltimore, Md. Mr. Levering will engage in the grain commission business as Johnson, Levering & Co.

SOUTHWEST.

Let us hear from you.

A. D. Butts, of Blackwell, Okla., will build one or two elevators.

Mercer & Peyton will engage in the grain business at Geary, Okla.

The Watonga & Northwestern Railroad has been formed to build a line in Oklahoma.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Elevators are being built at Lenapah and Nowata, I. T., by the Rhea Patterson Mill Co., of Coffeyville, Kan.

The Geary Milling & Elevator Co., Geary, Okla., is building a warehouse, 28 x 48, and adding a corn cleaner and some shafting to its elevator.

The Medford Mill & Elevator Co., of Medford, Okla., informs us that it will build five or six elevators this season, work to begin at once.

Grain dealers attending the meeting at Claremore, I. T., reported an excellent prospect for both wheat and corn over all the Indian Territory.

Robert T. Brook, grain shipper of Tonkawa, Okla., who makes a specialty of supplying millers, will enlarge his elevator, adding 10,000 bushels to its capacity.

Robert T. Brook, Tonkawa, Okla., June 3: Our wheat here is immense; mostly soft tho. Farmers have commenced to cut. Average yield will beat 30 bushels. Oats promising well; corn backward.

Geary Milling & Elevator Co., June 2: Prospects are very favorable for a good crop. The ground is thoroly moistened. Corn is up and doing fine. Oats is headed out. Trade is rather quiet; very little wheat moving.

Over 400,000 feet of lumber has been used in the construction of the new elevator of the Canadian County Mill & Elevator Co., at El Reno, Okla. The machinery is being installed and the plant will be ready July 1.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports the exports from that port during May as 1,533,000 bushels of corn, 603,000 bushels of wheat and 249,000 bushels of oats; compared with 422,000 bushels of corn, 620,000 bushels of wheat, and 85,000 bushels of oats, during May, 1899.

Colorado grain dealers have formed a state association. At a meeting in the Brown Palace Hotel, Denver, May 29, the following directors were elected: J. K. Mullen, F. F. Struby, Charles Selldomridge, A. M. McClelland, George Ady, J. L. Barr and J. McBride. The directors were instructed to prepare a constitution and by-laws, to be adopted at a second meeting, at which officers will be chosen. The association will endeavor to enlarge the market for Colorado wheat by securing lower freight rates to parts of Texas, Arizona and New Mexico, to which the rates are now prohibitive.

The movement of rice at New Orleans during the ten months ending June 1, as compiled by Hy. H. Smith, secretary of the New Orleans Board of Trade, comprised 867,373 sacks rough and 16,396 barrels clean rice received; and 889,907 sacks clean and 215,866 barrels clean rice shipped. For the corresponding ten months prior to June 1 682,695 sacks rough and 9,118 barrels clean rice were received; and 643,635 sacks rough and 164,352 barrels clean rice shipped. Stocks on hand June 1, 6,085 sacks rough and 8,831 barrels clean; against 47,652 sacks rough and 13,335 barrels clean rice one year ago.

INDIAN TERRITORY DEALERS ORGANIZE.

The grain dealers of Indian Territory held a meeting in the opera house at Claremore, I. T., May 28, to organize a territorial association. Notwithstanding inconvenient railroad connections and inclement weather the attendance was quite large, most of the influential grain dealers being present, while many signified their intention, by letter, of joining the association when organized. We are indebted to W. J. Strange, of Chelsea, for the following report of the proceedings:

The meeting was called to order by A. H. Buschman of St. Louis, upon whose motion W. J. Baber of Tulsa, I. T., was elected chairman pro tem, and W. S. Jeffries temporary secretary.

After able and interesting talks relative to the beneficial results accomplished by all other regularly organized associations, the necessity and feasibility of an association for the protection of the regular grain dealers against arbitrary freight rates, poor car service, unjust inspection and shortages in weights at destination, by A. H. Buschman, W. J. Strange, E. N. Ratcliff, W. J. Baber, J. B. Kirkpatrick and others, those present expressed themselves as being unanimously in favor of organization.

On motion of Mr. Strange the meeting was resolved into a permanent association. A committee to draw up constitution and by-laws was appointed, consisting of E. N. Ratcliff, W. W. England, B. D. Pennington, W. J. Strange and J. B. Kirkpatrick. After some discussion the by-laws reported by the committee were adopted.

E. N. Ratcliff was nominated for president by A. H. Buschman, and there being no other nomination, he was elected by acclamation, after which the following officers were duly chosen: W. J. Strange, secretary; D. E. Kirkpatrick, vice president; W. S. Jeffries, treasurer, with the following governing committee: W. J. Baber, G. W. Duncan, W. W. England, J. B. Kirkpatrick and A. H. Buschman.

The meeting then adjourned.

Among those present were E. N. Ratcliff, Vinita, I. T.; W. J. Strange, Chelsea, I. T.; J. B. Kirkpatrick, Oswego, Kan.; A. Foyil, Foyil, I. T.; W. J. Baber, Tulsa, I. T.; J. H. Doughty, Oklahoma City, Okla.; M. D. Woodson, Claremore, I. T.; T. E. Epperson, Tulsa, I. T.; Charles S. Winthrop, Fairland, I. T.; G. W. Duncan, Claremore, I. T.; V. L. Price, Tulsa, I. T.; W. W. England, Afton, I. T.; B. D. Pennington, Chelsea, I. T.; D. E. Kirkpatrick, Claremore, I. T.; William Hobbs, Vinita, I. T., and A. H. Buschman, of the Buschman-Cave Commission Co., St. Louis, Mo.

TEXAS.

Texas will have 18,000,000 bushels of wheat this year or never.

Alex. Albright, of Dundee, Tex., will handle grain this season.

John B. Nichols, Crawford, Tex., May 31: Fine crops of wheat and oats.

The construction of small elevators is proposed at Luders and Avoca, Tex., on the Texas Central.

The Durant Mill & Elevator Co. has been incorporated at Bonham, Tex., with \$10,000 capital stock.

J. Z. Keel, of Gainesville, Tex., is enlarging his elevator to be in readiness for the big grain crops.

Hunt Bros., of Wichita Falls, Tex., have ordered a 12-h. p. Fairbanks-Morse gasoline engine for their grain elevator.

W. H. Dowlen & Son, Windom, Tex., June 2: The wheat crop is the largest in both acreage and yield per acre for years.

Sunset Wood Co., San Antonio, Tex.: Your account of the proceedings of the convention at Ft. Worth were very full and complete.

Alex. Albright, Dundee, Tex., June 5: The oats crop is extra good, as is also wheat, which is now being harvested. It shows up a fine sample.

Steel storage tanks will be erected for the Whaley Mill & Elevator Co., at Gainesville, Tex., by the Steel Storage & Elevator Construction Co.

W. O. Brackett & Co., will install a 22-h. p. Fairbanks-Morse gasoline engine

in the 20,000-bushel elevator which they are building at Sherman, Tex.

W. S. Skiles & Co., Blooming Grove, Tex., have engaged in the grain business.

S. H. Colwick, manager of the Labor Exchange at Clifton, Tex., informs us that the Exchange is building a grain elevator.

W. O. Anderson, of Vernon, Tex., has purchased a 16-h. p. Fairbanks-Morse gasoline engine, which will be installed in his new elevator in time to handle the new wheat crop.

J. P. Harrison, Sherman, Tex., May 28: Harvest will commence with us this week, and we unquestionably have the finest prospects ever known in Texas for both wheat and oats.

W. G. Nunn, Ladonia, Tex., June 5: The wheat crop is made. The yield will be fine in this section. The farmers are harvesting. Corn is looking fine at present, and cotton doing well.

The Executive Committee of the Texas Grain Dealers Association met at Dallas June 2d and accepted the resignation of Secretary E. H. Crenshaw. The committee met at Ft. Worth June 9th to select his successor.

H. Waldo, of Collinsville, Tex., who is the United States Government crop reporter for Grayson Co., writes us June 5: After weary days of continued rain, farmers are now enjoying fine weather for harvest. Wheat and oats are both good.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports the exports of grain from Galveston during the season ending with May as 12,128,000 bushels of wheat and 7,929,000 bushels of corn; compared with 13,694,000 bushels of wheat and 3,272,000 bushels of corn during the corresponding period ending May, 1899.

The A. S. Lewis Grain & Elevator Co., which has succeeded A. S. Lewis at Weatherford, Tex., will this season operate the elevator of the Cameron Mills at Waco, Tex., having a capacity of 175,000 bushels. Grain will be stored and certificates issued therefor. Arrangements have been made to clip oats and clean and dry all kinds of grain at small cost to the shipper.

The Missouri Pacific Railroad has resumed receiving grain for Texas, on the rule that carload rates on grain, grain products, seeds and hay will be, as maximum on basis of 5 cents per 100 pounds higher than to Texarkana from points in defined territory to Texas common points; class D differentials to be added in arriving at rates to points taking higher than common point rates.

W. P. Powell, Bartlett, Tex., June 5: It was thought that rains had ruined grain crops, but weather has cleared, and we now hope to save two-thirds, which will amount to a pretty fair crop. Corn is looking well on about half the acreage, the balance is either drowned out or washed up. Almost half the cotton crop is gone, we think, and the farmers are trying to clean off the land and plant again so as to make an average crop.

The Hanna & Leonard Elevator & Warehouse Co. will break ground shortly on its elevator and cleaning house to be erected at Galveston. The house will have 50,000 bushels capacity and will be built so that its capacity can be doubled if required and will be equipped with up-to-date cleaning machinery and labor saving devices for the purpose of handling low grade grain in the most expeditious and satisfactory manner for the shipper.

The intention is to do a cleaning and mixing business and the house will supply a long felt need at Galveston.

The many friends of E. H. Crenshaw, secretary of the Texas Grain Dealers association, will regret to learn that he has resigned his position to accept a more lucrative one. He will continue to make Ft. Worth his headquarters and will remain in the grain business. Mr. Crenshaw will surely have the best wishes of the entire membership, for success in his new field of labor. He has worked earnestly and persistently to advance the interests of the association and deserves much credit for the growth of the association and the good work done.

WISCONSIN.

Wisconsin branch United States Weather Bureau, June 5, reports that the drouth continues in western and northwestern counties and becoming serious in central and southeastern; early corn plantings doing well; late plantings poor, much replanting necessary; winter wheat and rye short, but heading well; hay crop light and pastures short; tobacco plants healthy and vigorous, transplanting progressing; all crops need rain.

BUYING DAMAGED BAGS FROM FARMERS.

(A paper by T. M. Sleeper, Waxahachie, Tex., read at Ft. Worth meeting of Texas Dealers.)

Where is the profit in dealers selling oat-bags to the farmers in which to crib their oats for ten to thirty days in the field, exposed to the bleaching influences of the weather, and then buying the same bags back from the farmers at an advance of 2c per bushel on their oats, when delivered to market?

I feel no hesitancy in asserting that there is now no profit in the practice referred to in this discussion. An old and familiar quotation reads thus: "Times change and we change with them"; revised to suit our subject, it would be, conditions change and business methods must change with them. Time was when grain dealers sold bags at a profit of \$10 per bale, or \$500 per car, and Texas Red Rust-proof Oats commanded a premium of 5c and 10c per bushel over western oats. Receivers in the Southeast, in their eagerness to secure the genuine article, overlooked the numerous holes in the bags, shut their eyes to the unsightly patches that commonly disfigured them; kept cats in their warehouses to feed upon the mice that were frequently nested in them and never complained at the flabbiness, gappiness and generally dilapidated condition of them—in fact, the Southeast regarded with suspicion all well-filled, closely-sewed, new-looking bags.

We all remember those good old times. They were the halcyon days, the prosperous years of the Texas Grain Dealers. But, as we stated in the beginning of this discussion, conditions have changed. Now we have to sell bags at a profit of 50c per bale, or \$25 per car, and the receivers in the Southeast have blunted their consciences to such an extent as to palm off for seeding purposes on their unsuspecting customers the western red oat rebilled from Memphis, or else they have educated their customers to the belief that western oats are rust-proof. The result in either case, so far as Texas shippers are concerned, is the same. Our oats are no longer so eagerly sought. The price, as compared with western oats, has declined materially; and, worst of all, the condition of our bags is a source of unending reclamations. With every claim is the stereotyped notation "Bags in bad condition—gappy and torn." It is almost as bad as the "Leaky grain-door" returns from Galveston.

It occurs to me that, in order to make our sales in the Southeast stick, and to avoid the annoying and profit-destroying shortage claims, we must ship re-cleaned oats in new bags, well filled, closely sewed and guaranteed not to rip, tear, snag or leak at the mouth. This we cannot do profitably without a radical change in our method of handling bags. What this change will be is as yet a problem.

If every dealer in the state had an elevator, the solution would be an easy one. Oats could be bought in bulk, a small change being taxed against the farmer as rent for use of the bags, and re-cleaned and re-sacked before shipment. But, as the majority of dealers have no facilities for rehandling, each one must work out his own salvation with fear and trembling lest the destructive rodent at this end of the line, and the conscienceless receiver at the other, make havoc with his profit.

KANSAS CROP REPORT.

Secretary Coburn, of the Kansas Department of Agriculture, issued a bulletin June 7, giving the results of searching inquiry into the State's crop conditions on June 2, as learned from experienced reporters—growers, millers and elevator men in every neighborhood—specially cautioned in each instance to make only safe, conservative estimates. Any occasional local statements appearing extreme or extravagant, suggesting a disposition to unduly magnify or minimize in any direction have been carefully eliminated, and if any different the situation is even more favorable than the published figures indicate.

The average condition of winter wheat for the whole state is 100.9 per cent, ranging from 52 in Cheyenne county to 111 in Harper. Of the 105 counties, 15 in the central third of the state, have 50 per cent of the entire wheat area, with an average condition of 103.4, ranging from 97 in Rush to 111 in Harper. Along with these counties the fourteen having successively the next largest acreages, located mostly in the central third of the state, contain 75 per cent of the area sown to wheat and show an average condition of 102.5. In 62 counties having 95 per cent of the wheat acreage, or practically the wheat field of Kansas, the average condition is 101.07. Material damage by chinch bugs is not reported from any county except Dickinson. In Dickinson, Marion, McPherson, Ottawa and Rice counties the Hessian fly has been doing harm in many fields, more particularly in those of Dickinson and McPherson. From many directions stories are sent of wheat fields infested with myriads of small green lice or flies, but from nowhere are there definite statements of their yet being actually harmful. On the whole it is doubtful if the sun ever shone upon a like area of wheat, in a single state, more promising than that in Kansas at the beginning of June, 1900.

Generally throughout the state the condition and prospects of corn are very encouraging. The acreage is reported practically the same as last year, with a condition of 93.2 per cent, being 3 points higher than at the same date one year ago, and 14 higher than two years ago. In 27 counties which had 50 per cent of the corn acreage last year the condition averages 91.8.

Average condition of oats is 88.2. Most of the counties having the largest acreages sown report the best conditions.

In various parts of the state alfalfa fields are afflicted by worms, in general appearance much like the well-known cut worm. These crawl up in the branches and work destruction by devouring the foliage, showing a preference for the tops and tenderest shoots. When disturbed they drop to the ground, curl up and lie as if lifeless. Their prevalence in such numbers is something new, and no one has suggested any practicable remedy. In some counties they are reported as having injured the first cutting of alfalfa 25 per cent. Aside from these worms the fields were never in so good condition. General condition 98.

A growing interest in the various sorghums for foliage and grain is indicated from all portions of the state, and a considerable larger planting than ever before. Although too early to report with definiteness the condition is given as 94.

Spring wheat condition 86; rye 95; potatoes, increase in acreage 4 per cent, condition 65; broom corn, increase in

acreage 5 per cent, condition 90; flax and barley area same as last year, condition 92 and 85 respectively; castor beans condition 90; tame grasses 97.

STORING AND IMPROVING OATS.

(From a paper by E. R. Kolp, Henrietta, read at Ft. Worth meeting of Texas Association.)

Looking at this subject from several points of view, I was most forcibly impressed by the general question involved, to wit: Does it pay to put any kind of grain in the best marketable condition? If so, none but an affirmative reply can be given to the subject before us.

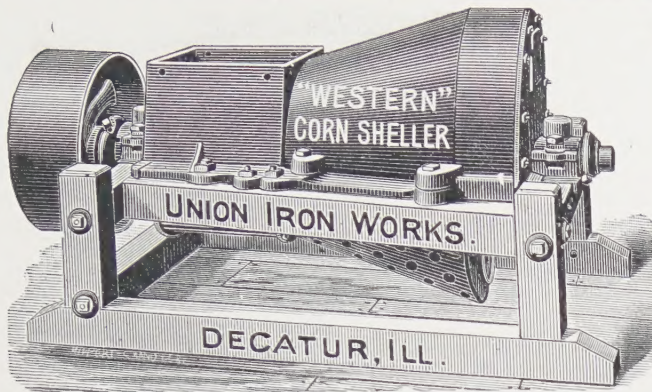
During the past decade thousands of dollars have been expended in the invention and construction of grain driers. Is it remunerative? For reply, I will refer you to the great amount of soft corn that has found a market because of this invaluable addition to the northern grain handlers equipment. Again, consider the many different grain cleaners, separators and clippers now being offered the trade.

I will refer to the myriads of grain elevators scattered over the grain growing sections of the country as further substantiation that putting grain in the best marketable condition pays. Because after all is said of the convenience of these institutions this is the greatest good that is derived by their use. They are a great labor saving device. And if built of sufficient capacity enable a dealer to continue buying uninterruptedly for a greater period, (depending largely upon the leniency of his banker) during the annual car famine with which we are all painfully familiar. As before stated the best service gotten out of elevators is by putting the grain handled through them in the best possible condition for the market to which it is sent. The fact that many of our members have added oat clippers to their plants further convinces us that thoroughly preparing oats for the market is profitable.

Aside from a clippers main use—the divestment of "beards"—straws, chaff, weeds, stems and seeds are removed, and the grain being necessarily bulked, obliterates one of the great objections to the present manner of marketing parts of perhaps twenty different crops in one car load. The manner generally prevailing, of storing oats in sacks is wasteful of both bags and grain. Rodents gnaw both in this condition, and the loss of grain from sacks is considerable unless the damage is carefully and immediately repaired. How much more satisfactory would it be to prepare to empty oats cheaply and expeditiously? In a large warehouse a block and tackle connected with an overhead trolley would facilitate the dumping, and the careful storing of the emptied bags would insure a well rounded pleasing package, when our distant friends demand them at a profitable advance. The education of our customers to expect exactly five bushels of clean uniform oats, in each bag, well sewed and newly filled, will result in as much protection, as any this association could devise, against the common fee, the scoop shovel man who jumps in when the demand is good and who silently folds his tent, and leaves the regular dealer to "hold the bag" on dull and declining markets.

I will only touch upon the additional cost of resacking oats. Conditions largely govern this. As a rule the increased amount of matured grain that can be put into the same sack will offset this, provided we pay only for the value of the bag in buying sacked oats. With the present yearly increased acreage of grain in most sections of the state the investment in modern facilities is not likely to be a losing venture. Any small depreciation in value will be counteracted by the satisfaction derived from perusing our business with the least amount of friction and I hope the constantly increasing efficiency of our association in protecting its members will double the value of every dollar invested in the grain business in Texas.

Buckwheat appears to be losing its popularity. Thirty-five years ago the farmers of our country sowed, every year, over 1,000,000 acres in buckwheat. Since then the crop has sometimes been larger, sometimes smaller, but, on the whole, the acreage and yield have been almost steadily decreasing. In 1898 the acreage was 678,332, only a little more than half that of thirty-five years ago, and the yield was only 11,700,000 bushels, which was just about one-half the yield at the close of the civil war. Other cereal preparations for the breakfast table have won many persons from their allegiance to buckwheat cakes. Without the stimulus of high prices farmers do not care to raise buckwheat, since it is an unreliable crop.



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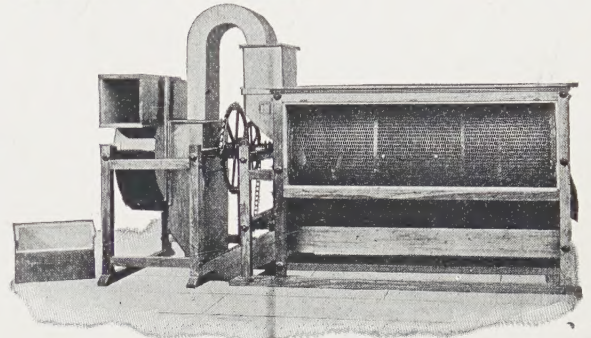
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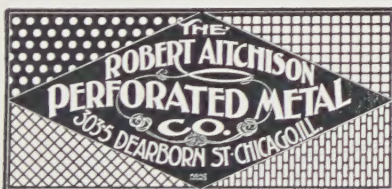
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LOWER RATES ON INTERSTATE GRAIN SHIPMENTS.

(From a paper by Frank Kell, read at meeting of Texas Association.)

What can our Association do to obtain as low rates on interstate grain shipments from Texas, distance considered, as apply from Missouri, Kansas, Oklahoma and the Indian Territory?

On account of our geographical location our interstate shipments of grain must move to the east via all rail route, or to the south via Texas commerce tariff to the gulf coast, and thence to the other gulf and Atlantic coast states via water route. On account of the country to the north of us being one vast grain producing country, yielding an immense surplus of all grains, and the natural course of all surplus grain being to seek tide water, nature's highway, at the nearest and most inexpensive route, we seldom send any of our surplus to the north to the leading northern markets, therefore what surplus wheat and corn we may have is sent to our foreign markets via our coast ports on export rates. Wheat and corn cannot be specially treated under this subject; at the same time it is not out of place to take notice of the culture and shipments of these grains in the discussion. Since our surplus wheat and corn moves to our ports within our own state, where they are exported to foreign countries, it is only our surplus oats which leaves the state upon interstate rates, hence it is the rate on oats specially which is before us.

The first thing essential to obtain low rates is to have the tonnage to offer for shipment. A railway can better afford to move 10,000 cars at a reasonably remunerative rate than to haul one-tenth the amount at an excessively high rate.

Kansas had sown to oats during the years of '96, '97 and '98 combined acreage of 4,924,000 acres, from which she harvested in those three years, 87,000,000 bushels, or slightly less than 18 bushels per acre, while Texas, during the same period, had 1,996,000 acres sown to oats, from which she harvested 49,000,000 bushels, or an average of about 24½ bushels per acre. Thus we find Texas offered for shipment slightly over 50 per cent of the tonnage of oats offered by Kansas. During the same three years Kansas planted to corn 26,173,000 acres and harvested 543,019,000 bushels, or 21 bushels per acre; she also had sown to wheat 10,574,000 acres, from which she harvested 143,731,000 bushels, or an average of 13½ bushels per acre. Most of this grain, both wheat and corn, was transported from the state upon interstate rates. Texas for the same period planted to corn 11,506,000 acres and harvested 209,741,000 bushels, or 18 bushels per acre, and to wheat 14,462,000 acres, from which she harvested 20,906,000 bushels, or an average of 14½ bushels per acre. Scarcely any of the Texas wheat, and but a small per cent of the Texas corn was sent to points beyond the confines of the state. Therefore, we find on account of the immense excess tonnage offered from Kansas lower interstate rates are to some extent justifiable.

My experience and information is, as tonnage increases new railways are built, waterways opened and lower rates secured. In 1870 the all rail rate from Chicago to New York on wheat was 33.3-10 cents per bushel, but as the wheat crop increased in the west new roads were built, the waterways improved, and rates continued to decline till the all rail rate in 1898 was 12 cents per bushel, this being the published tariff. We have reason to believe that during the "Leiter bull campaign," when large quantities of wheat were being offered, that very much lower rates than this were obtained by favored shippers. Our natural rate should be via tide water on our own coast reaching nature's highway by the most direct and inexpensive line, and when we give this route proper thought and energy we will have done for ourselves and Texas what Manchester, Eng., did for herself when she completed the ship canal from deep water. Although there were many railways in operation from deep water to Manchester the rates were unsatisfactory, all efforts at further reductions in rates were met by the railways claiming no lower rates could be made and the investment in railroads be made a paying proposition. The ship canal was completed, and now, instead of the railways dictating the rate, the shipper names it, and the railways continue to do business.

We are often mistaken in the rate the other fellow or the other town or country is getting. Were most of us to collect one-half the rebates we are said to obtain we could soon engage in the banking business, and would not have to bother further in regard to rates.

So far as I am able to inform myself the rate on oats Kansas City to Memphis is about ½ cent per ton; per mile; Oklahoma City to Memphis about 6-10 cent per ton, per mile, while a 20-cent rate from Texas common points to New Orleans would be 72-100 cent per ton, per mile from Fort Worth, or 66-100 cent per ton, per mile from Wichita Falls. The 15-cent rate now prevailing would be 55-100 cent per ton, per mile to New Orleans via the T. & P. mileage. Therefore we find the published tariff on grain from Kansas and Oklahoma are only slightly higher

than rates from Texas to the Mississippi River crossings, and according to the general rule of all business, that "quality should govern price," they should be somewhat lower from Kansas.

We have not considered the state of Missouri in this discussion, for the reason that water competition is offered along her entire eastern boundary by the Mississippi, and within the confines of the state by the Missouri, and the grain men and business men of that state have taken advantage of nature's aid, are entitled to, and I suppose have lower interstate rates than Texas.

Returning to the subject of what can our association do to secure these rates. We must first stimulate the growth of grain in Texas. We find by the reports, Texas excels Kansas in her yield per acre of both wheat and oats, and almost equals her in her yield per acre of corn. We also know the Kansas farmer has prospered as a grain grower, therefore when we invite increased acreage we are not urging the farmer unto disaster. We have seen our acreage of wheat increased in central Texas 25 to 35 per cent during the last few years, when almost the entire stimulation offered was the fight being made by the newspapers for diversity of crops. Let the Texas Grain Dealers' Association join in this effort and let each individual grain dealer become a committee to talk to his customers, not only to increase acreage, but to discuss with them the best methods of harvesting, shocking, stacking, threshing and marketing grain.

Instead of a wheat acreage of 444,000, as in 1897, 631,000 in '98, 810,000 in '99, and probably 900,000 in 1900, we can well afford to increase to 1,500,000 acres in the grain belt of Texas and still leave plenty for cotton. We find by the Government reports that the state of Colorado grows the largest crops of wheat per acre of any state in the Union, all of which is grown by irrigation. Her crop in '97 amounted to about 27 bushels per acre, while the Texas crop for that year was less than 16 bushels, and '97 was a good wheat year in Texas. I do not know what it costs to raise wheat in Colorado, but I do know those farmers can send their wheat to Texas on the highest Interstate rates known to me and sell it in competition with Texas wheat, therefore we know by the aid of irrigation they raise their crops cheaper than we do.

We have a vast area in West Texas given up almost exclusively to the cattle industry and the prairie dog, a large per cent of which is susceptible of cultivation by the aid of irrigation, and when farmed in this way will excel Colorado or any other state in its yield of wheat and other grain. A large per cent of this section which is today being leased by the cow-man at 3 to 5 cents per acre would have been under cultivation by irrigation and yielding large crops thereby increasing business for the dealer and tonnage for the railways, had we suitable irrigation laws. We have four counties in West Texas willing to experiment in this direction. I ask for an amendment to the state's constitution (a vote upon which is to be taken at the general election this fall) applicable to these counties only, permitting suitable irrigation legislation. The Texas Grain Dealers' Association can aid in the adoption of this amendment, and if the cultivation of grain by irrigation is successful in these four counties, we can amend our constitution for all West Texas and increase our acreage to excel any state in this Union and by reason of our increased tonnage obtain the lowest interstate and tidewater rates of any state or territory in the Southwest.

While we are increasing our acreage and our tonnage we must also improve and apply the advantages given us by our geographical location. Since we have deep water on our Texas coast, we can take advantage of our own seashore, and by working in unison send our oats to New Orleans, Mobile, Savannah and other Gulf and Atlantic ports by water. When we once start the business via this route we will have no difficulty to secure the bottoms in which to move the grain, and then instead of us asking the all-rail routes for rates they will ask us for business. We have an example of what concerted action in this direction will produce: your president and secretary, joined by some of your leading members, proposed to move oats to the East via Galveston and the water route; all your pleading for a restoration of the old rate had availed nothing, but when you maneuvered to move your grain via Nature's highway you were not long in getting at least a part of what you asked.

As stated above, it is not the published tariff which does us the harm but the private contracts and sudden changes in interstate rates. This evil would, in my opinion, be largely cured should Congress pass Senate bill number 1439, commonly known as the Culom bill.

Again should we pay some attention to values as indicated by the leading markets when we are buying our stocks, we would find our trials and tribulations to be much less. As a rule thru the harvest season we cast aside all information as to values which may prevail in Kansas, Missouri and Oklahoma markets and buy our oats in competition with each other, each dealer being governed in price by what he hears the other fellow is paying. By this method we

sometimes find ourselves at the end of the season with a large stock of oats on hand which cost us more at harvest time than they are worth at the end of the business year. We then feel like complaining at the railways for not giving us a rate which will enable us to compete with our brother grain dealer in Kansas, Missouri and Oklahoma who bought his stock at the real market value.

In conclusion, "What can our association do to obtain as low rates on Interstate grain shipments from Texas, as apply from Kansas, Missouri and Oklahoma?"

First. Help the Galveston and Dallas News in their fight for diversification in the grain belt of Texas and help West Texas in her effort for irrigation, thereby increasing the acreage and tonnage of grain.

Second. Do as Missouri, Chicago and Manchester have done, improve the waterways of Texas, take advantage of the facility offered by our Gulf coast and thereby offer water competition.

Third. Memorial Congress to pass Senate bill 1439, thereby stopping private contracts and sudden changes in interstate rates.

Fourth. Last but not least, buy oats at their market value and not at what you hear the other fellow is paying.

Then we will be able to obtain as low interstate rates on grain as Kansas, Missouri and Oklahoma, and then we will be able to compete with our competitor who may be located in Kansas, Missouri, Oklahoma, Indian Territory or any other state or Territory.

DOCKAGE TABLES...

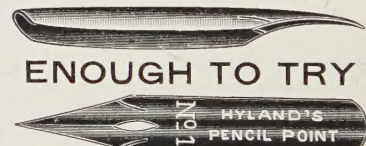
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The Rock Island's proposition for cheap rate excursions to and from Colorado during this summer has been negated by the Western Passenger Association. In consequence notice was served yesterday on Chairman McLeod by General Passenger Agent Sebastian, that the Rock Island will take independent action and put in effect a rate of one fare plus \$2.00 for the round trip from Chicago and all intermediate points east of the Missouri River to Denver, Colorado Springs, Pueblo, Salt Lake City and Ogden. Tickets at this rate will be sold on June 20, July 9 and 17 and August 1. From Missouri River points the same rate will be made on the days following these dates. Tickets at this rate also will be sold from Missouri River gateways, Kansas City to Omaha, inclusive, on July 7, 8 and 9. Four special excursions also will be run by the Rock Island from Colorado common points to Chicago and intermediate stations on June 23, July 12 and 20 and August 4. These excursion tickets, both east and west bound, will be limited for return passage to October 31. The Rock Island announces its intention of placing in service special trains for these excursions, leaving Chicago at 4:45 p. m. and making the run to Colorado with only one night on the road.—Chicago Tribune.

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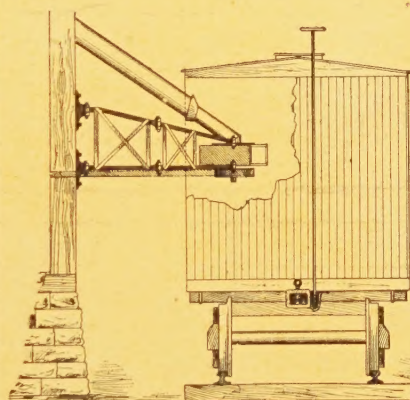
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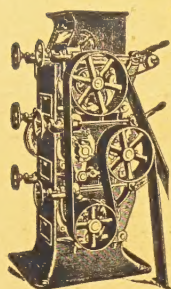
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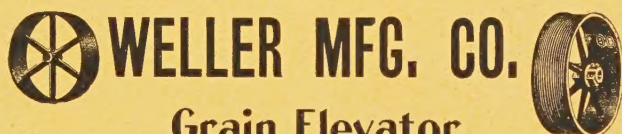
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